

THE Hongkong Weekly Press

AND

China Overland Trade Report.

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BIRTHS.

On July 21st, at Shanghai, the wife of H. SPATHE, of a son.
On July 26th, at Shanghai, the wife of WILLIAM YOUNG, of a son.
On July 27th, at Shanghai, the wife of M. GOLDMAN, of a son.
On July 31st, at "Hazelwood," Shanghai, the wife of H. W. ROBERTSON, of a daughter.

MARRIAGE.

On June 27th, at St. Cuthbert's Church, Philbeach Gardens, London, by Rev. J. H. Davies, M.A., Vicar of St. Mary's, Haverfordwest, assisted by Rev. H. Westall, Vicar of the Parish, JAMES HERBERT ATKEN, of the Admiralty, to MILDRED ELLEN, elder daughter of the late JAMES PRICE, of Haverfordwest, Coroner for Pembrokeshire.

DEATHS.

On July 21st, at Shanghai, STEWART MUNN McLEISH.
On August 4th, at Shanghai, the wife of A. HAHN, aged 53 years.

Hongkong Weekly Press

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ARRIVAL OF MAILS.

The French Mail of July 6th arrived, per the ss. *Caledonien*, to-day, the 6th instant; and the English Mail of July 13th is expected to arrive, per the ss. *Malta*, on Thursday, the 9th instant.

FAR EASTERN NEWS.

The British squadron, at present at Yokohama, will very probably visit Korean waters this month.

Thieves have broken into the Russian Legation at Peking and wounded two of the soldiers of the guard.

Captain Joslin, who was wounded in the Sairam affair, has now left the hospital and returned to duty.

The names of Messrs. L. G. Bird and A. R. Austin have been added to the Colony's list of authorised architects.

Telegraphic communication direct between Japan and the United States will be opened to the public on 5th October.

The *Universal Gazette* of July 24th announces that Viceroy Chou Fu has received notice from Peking that he may be transferred to Canton.

His many friends will regret to learn that Mr. E. H. Sharp, K.C., has been indisposed for some days. His malady is said to be a bad attack of fever.

Messrs. Melchers & Co. draw our attention to the fact that the ss. *Prinz Eitel Friedrich* made her last voyage from Singapore to Hongkong in 3 days 21 hours.

At West Point on July 29th a Chinese girl seven years of age fell overboard from a cargo boat. There can be little doubt that she was drowned, but the body has not yet been recovered.

A Tokyo telegram to the *N. C. Daily News* says:—General Baron Terauchi, Minister of War, has been appointed to succeed the late Viscount Kodama as Chairman of the South Manchuria Railway.

The Shanghai Dock and Engineering Co., Ltd., have decided to dispose of the valuable site now occupied by the Old Dock, and also of part of their property between the Cosmopolitan and International Docks.

Newspapers in various parts of the Far East have noticed the curious conviction of a durin-seller at Hongkong for possessing swords (curios) without police permission. Most of them agree as to its unwisdom.

At a naval court martial held on board H.M.S. *Tamar* on July 30, Frank Matthias, able seaman, H. M. S. *Argonaut*, was sentenced to six months' imprisonment with hard labour for striking First-Class Petty Officer Wardrope.

The *South-China Daily Journal* says the Board of Revenue refuses to recognize the statement of expenditures incurred in suppressing the Kuangsi rebellion as submitted by Viceroy Shun, on the ground that it is improperly rendered.

The Shanghai police have in custody two thieves who stand a chance of escaping punishment. One is an American, one a Norwegian, but both are articulated on a Danish steamer. The Consuls of the three countries have all decided that they have no jurisdiction.

A young Chinese woman, committed suicide by drowning at Taillamcheung in the New Territory on the 30th ultimo. She is said to have had a difference with her mother-in-law, who resided with her, and because her husband's mother would not be reconciled she left her home in the early morning and jumped into the river.

In return for the letter written by Queen Alexandra, and accompanied by her photograph, sent by the Duke of Connaught, the Empress of Japan has sent her portrait to Queen Alexandra. This gift will be presented by Baron Komura, the new ambassador to Britain.

Early on the 30th July, Bernard Hansen, carpenter on the ss. *Anglo-Canadian*, which vessel is undergoing repairs at the Kowloon Dock, fell overboard into the dry dock, a distance of about 43 feet. An ambulance was obtained and he was being conveyed therein to the Government Civil Hospital when he died.

Under section 40 of the New Territories Land Ordinance, No. 3 of 1905, a regulation has been made by the Governor in Council that upon the issue of any writ of summons by a landlord against a tenant for the recovery of rent, a fee of \$1 shall be paid to the Assistant Land Officer, and shall be recoverable by the landlord as costs in the action.

Our Canton correspondent says that there is another strong rumour to the effect that Viceroy Shun is to be sent to Szechwan. The further away the better. At present the Viceroy is busy preparing to celebrate the Emperor's birthday. There is a good deal of speculation as to what he decided at Whampoa, in the matter of a Canton-Whampoa line.

A coolie who persisted in his evil courses was last week fined \$1,100 by Mr. Gompertz at the magistracy. He had been found procuring opium by the excise officers at Laichikok, and as he had been fined no less than \$750 on previous occasions for like offences this exemplary sentence was passed. As he could not find the money he had to go to prison for six months.

Mr. E. H. Wilson is contributing to *The Gardeners' Chronicle* an interesting series of botanical papers, "Leaves from my Chinese Note-book." The one published on June 23rd describes the exciting pursuit in Szechwan, of "Meconopsis Punicea." The mountainous west of China is, like Switzerland, and other high altitudes responsible for many gorgeous plants.

H.E. the Governor has been pleased to declare under section 5 of the Asylums Ordinance, No. 6 of 1906, the Government Asylum to be an asylum for the detention, custody and care of persons of unsound mind. He has also appointed all persons now holding, or who shall hereafter hold, the office of Justice of the Peace, to be visitors of the Government Asylum.

The American Company of the Shanghai Volunteer Corps have rented a house next but one to the American Consulate which is now being fitted up as a cosy little club. The basement will be made into a billiard room; the ground floor serves as a bar and reading room, and the rooms above are sublet until the finances of the club will admit of their being furnished.

Owing to the recent discovery of corrupt and illicit practices on the part of some of the station-masters, yard-keepers and guards on the lines of the Imperial Railways of North China, and for the purpose of preventing a repetition of the same, H. E. Viceroy Yuan Shih-kai has doubled the pay of all the station-masters, etc., throughout the line from Peking to Hsinmintan, so as to enable them to support themselves and their families without robbing poor and helpless native passengers.

THE OPEN DOOR.

(Daily Press, 28th July.)

The Tokyo correspondent of the *Times* repeats what we have said over and over again, simple, obvious truths, but seemingly requiring repetition. Expressions of suspicion of our allies' intentions in China continue to appear, and most amazing assumptions of what is Japan's duty there inspire and accompany them. The position of the commercial critic seems to be rather like that of the girl who thus addressed her brother: "It is too selfish of you to go on eating that cake when you know I want it." We may be sure, the *Times* says, that the Japanese will not be troubled with altruistic scruples in their Asiatic policy. Why on earth should they? We hear much of the principle of the open door, to which Japan is pledged; but it is possible that there are misunderstandings as to what precisely that principle is, or what it demands. It certainly cannot imply that the Japanese are to hold open the door and bow their trade competitors through; yet some of the complaints heard lately almost indicate that such is the idea of some of their commercial competitors. The attitude is an absurd one to take, and where complaints of Japanese over-reaching are obviously based on such views, they should be promptly laughed out of court. If we have a fair field and no favour, if we mutually bar hitting below the belt, then let the contest go on; but don't let us whine during its progress that our opponent has a longer reach. But it must be confessed that there has been a good deal of hitting below the belt, of which the Japanese might justly complain. Russian agents appreciate the power of even a low-class newspaper, and while in their own country they muzzle the press as far as possible, it is notorious how in the Far East they have been distributing largesse, for which, to the disgust of the rest, there seem to have been many hands held out. The result has been that in North China, as in Korea, the dishonesty, avarice, lust for expansion, and general lack of fairplay of Japan has been proclaimed from the housetops. Some of the mud sticks, and no doubt unbribed journals have been impressed by it; and tired of the chorus of praise of all things Japanese that was fashionable a dozen months ago, they lend colour to the libels by "ifs" and "buts" and half-hearted hints that perhaps all is not as it should be. There has been, however, one circumstance which may almost excusably have given rise to the oft-stated suspicions that Japanese were encouraging the anti-European movement in China. It is nexcusable for any who know the real relationship of China and Japan, the gulf that divides them, and the impossibility of the Japanese consenting to associate themselves in any movement which would imply their being on a level with "Asiatics". Such a cry as "Asia for the Asiatics" never arose save in the fertile imagination of a young *Daily Mail* correspondent. The cry of "China for the Chinese" is real enough, and about on a par with "India for the Indians". But if there be such a cry in Japan, it is nothing like so modest. It will be "the universe for the Japanese", for as Captain BRINKLEY truly says, "their aim is to be great in the whole world, not in one half of it only". But for those who are ignorant of the situation, and who generalise from isolated particulars, it is perhaps easy to go innocently astray, as the following extract from the *Jiji Shimpō* will show:—

There are, too, among newspapers edited and owned by Chinese subjects a few whose pro-

prietors, in order to evade Chinese jurisdiction, have borrowed the names of Japanese subjects. The latter, of course, have nothing whatever to do with the opinions expressed by such journals, but if violent views are ventilated in their columns it is inevitable that foreigners, ignorant of the real state of the case, should suspect the Japanese of collusion, or even instigation, and suspicions of that kind may grow by accumulation into a source of embarrassment even to our own foreign relations.

It ought to be sufficiently well known by now that while China has no press laws, its officials have a short way with offending journalists; and to avoid this disability Chinese newspapermen were not slow to see the use of extraterritoriality. If they could obtain a foreign figurehead for their enterprise, they could snap their fingers at officialdom. The same problem, it is stated, presented itself in Japan some 40 years ago, but Sir HARRY PARKES quickly solved it by issuing, under the authority vested in him by Orders in Council, a notification penalizing the publication of any vernacular journal in the name of a British proprietor.

England in those days showed the way in the Orient to all Occidental Powers, and Sir Harry's notification, though not duplicated by the representatives of other States, who, indeed, had not competence to duplicate it, received observance. He himself was roundly abused by his own countrymen, who claimed that he had acted *ultra vires*, and that his veto improperly obstructed the free exercise of bread-earning pursuits which was guaranteed by treaty. But Sir Harry argued that the framers of the treaties never intended them to confer privileges subversive of public peace and good order in Japan, and that an Englishman's right of free speech must be exercised in the English language and in his own country. In short, he stood to his guns, as was his wont, and the wisdom of his action ultimately came to be universally recognized. Indeed, if experience in Japan had not warranted such a veto, the conditions now existing in China would do so, for a number of journals published there in the names of foreign proprietors, and therefore exempt from Chinese official restraint, exercise freedom of speech to a degree for which public opinion in China is certainly not prepared.

L'AFFAIRE DREYFUS.

(Daily Press, 30th July.)

There is a considerable element of the romantic in the story of DREYFUS and his faithful ACHATES Colonel PICQUART. One of the most distinguished soldiers of his day, he seemed destined to attain the highest honours of the army; personally a man of high motive, he was above making himself by popular arts the idol of the crowd, and above all he was a conscientious Jew; and these two disqualifications procured him a host of enemies amongst the upper ranks of the French army. So distasteful did his rising reputation become amongst these classes, and so little did he lend himself to the arts of the popular hero, that his rivals found comparatively little difficulty in trumping up a series of charges against him, and even succeeded in persuading some of those in authority that he had been engaged in what in a soldier's eyes is the greatest and most dishonourable of crimes—that of selling abroad the innermost secrets of the military organisation of his country. Being a Jew, it was hastily concluded that he could be no true Frenchman at heart, and though on the other hand he was known to be sufficiently wealthy to be above the temptation of trafficking for filthy lucre his country's secrets, the mere fact of his being charged with so abominable a crime by those who were apparently in a position to form a judgment, not altogether unnaturally, distracted the attention of his countrymen

from enquiring too closely into the grounds of the accusation. He was hurriedly taken before a court-martial, where he was given little or no opportunity of defending himself, and the charges being announced to be proved he was condemned to be expelled from the army; and to mark the national disgust at so heinous a crime his expulsion was marked by every ceremony of contempt to which a soldier who had once attained honourable distinction in his profession could be subjected. Naturally concluding from the circumstances that DREYFUS had met with his just desserts, although the English people looked in pity at the loss of so honourable a reputation as he attained in the army of a friendly nation, they coincided in the expressions of contempt passed on him by his own fellow-officers and by the nation at large; and by and bye, as a part of his dishonourable punishment DREYFUS, without a word of remonstrance, was sent to repent his supposed crime, and subjected to the living death of being imprisoned in the Isle du Diable, a lone island off the coast of South America, where none but criminals of the blackest dye were ever immured. But DREYFUS, though condemned by the almost unanimous voice of his fellow-countrymen, had a few friends who left no stone unturned to vindicate his honour, and by and bye strange rumours began to float about, which cast serious reflections on the good faith of his accusers. The philanthropic, though often mistaken, desire of the English people to help a lame dog over the stile now came to the front, but in this instance it was aided by another feeling. As a nation the English are accustomed from many centuries of constant practice to weigh the evidence, more especially in a criminal case; and reviewing the evidence herein the evidence for the accusation seemed particularly slender. That a deliberate judgment given by a carefully chosen court-martial should be reviewed in a sceptical spirit by another nation, however friendly, galled on the susceptibilities of the French as a nation; and not impossibly tended to render a review of the judgment more difficult. Amongst a section of the people it, however, acted as a spur to their exertions to rehabilitate DREYFUS, whom they felt to be unjustly condemned. Still the general feeling was hostile to England, and undoubtedly increased the jealousy which had intervened between the two peoples. By degrees the efforts of DREYFUS' friends, assisted, there is little doubt, by the persistence of British public feeling as to the inequity of the evidence brought forward by his accusers, resulted in a review of the case. Maître LABORI, DREYFUS' able defender, aided by the courageous and self-sacrificing persistence of his friend Colonel PICQUART, so far convinced the Court of Cassation that the verdict was practically reversed, even if not formally quashed, and DREYFUS was permitted to return, without, however, either he or his friend PICQUART being restored to rank. But the revision did more, for it showed that disgraceful and dishonourable crimes, amounting to forgery and perjury, had been committed to bring about the first verdict. One of those more immediately implicated, to save further enquiries, actually committed suicide.

The irritation caused throughout the country, partly by some supposed intended insult on the part of Great Britain, was however, so intense that the Government of the day did not feel itself justified against public feeling in at once reinstating DREYFUS, and its necessary concomitant putting back Col. PICQUART. Gradually, however, the feeling that after all the people of England were right, and

that the interest they felt in a matter affecting the honour of France was, so far from being dictated by motives of jealousy, really the result of a friendly feeling in desiring to see a spot removed, began to tell on the better feelings of the nation, and was, there is little doubt, one of the things that led up to a desire for a better understanding. When at last that better understanding came about to the mutual satisfaction of both, whose sole ground of wonderment soon came to be that, in the midst of mutual recriminations continued for many years, not one of which ever gave the slightest foundation for a serious quarrel, there should have been misunderstandings at all; it was but natural that the DREYFUS affair should come up. The manner in which it did arise shows how effectually the old feelings have passed. It is satisfactory to find that as between the two peoples the matter has never been for a moment the subject of discussion of any sort. The French Government has treated it as entirely a matter in which France alone is concerned; and laying the affair before the Chambers not one dissenting voice was raised, and the nation itself determined to restore both of the principal actors to their full rank without reflection, and without discussion. For Major DREYFUS and General PICQUART our feelings are those of sincere congratulation; and for the French people one of undisguised admiration.

OBSTRUCTIVE PERMANENT OFFICIALS.

(Daily Press, 31st July.)

Sometimes a grumbling Anglo-Saxon, sharing something of the fractious spirit of the proverbially anti-gubernatorial Celt, and bearing in mind the respect that was paid to him during election time at Home, frets at the idea of being disfranchised in a British Colony. He notes that while the Unofficial Member, armed with the whip of public opinion, has a good deal to do with the spinning of the Government top, it is the Permanent Officials, represented by the inequalities of the ground, who to a great extent influence its, so to speak, sidereal progress. Before uttering strong things about bureaucratic administration under the British flag, and setting Hongkong down as a sort of Tory tail on a Democratic dog, the free and independent critic should direct his attention to London, where the Permanent Official is to be found in *excellent*. Probably we are a long way from realising our debt to these gentlemen, who must from time to time have saved the nation from many a disastrous experiment by amateur legislators. For the present purpose, however, this just reflection is not to be dwelt upon; we wish, instead, to invite the grumbling Anglo-Saxon to empty the vial of his righteous wrath upon the permanent officials of the General Post Office, who have set their faces, if Mr. HENNIKER HEATON, M.P., is to be believed, against the unanimous wish of their masters, the nation. This is in the matter of universal penny postage, which the British delegates to the recent postal conference at Rome actually opposed, suggesting instead a ridiculous change from a twopence-halfpenny to a twopenny foreign postage, which the Conference very properly scouted as no kind of a reform. Mr. HENNIKER HEATON, who is as devoted to a Universal Penny Post as is Mr. CHAMBERLAIN to tariff reform, leaves no doubt as to whom he regards as obstructionists. He speaks of efforts to "scuttle the movement", of "audacity", of "malevolent inaction", and so on, in every

case referring to the permanent officials who advise the Postmaster General, whose delegates "represented no country's wishes, and England's last of all". Addressing the Right Hon. SYDNEY BUXTON, the Postmaster General, he says: "I fully admit the right of your counsellors to their opinions in these matters, but I have on several occasions shown that their countrymen do not agree with them. No question of administrative difficulty, or temporary and trifling cost, should be allowed to weigh against the vital interests and declared wishes of our people. You are not merely a departmental chief, but a British Cabinet Minister; and I appeal to you to render, in that capacity, a signal and inestimable service to the Empire."

Mr. HENNIKER HEATON, it is hardly necessary to remind ourselves, knows whereof he speaks. He has been P.M.G. himself, and it was he who fought for and established the Imperial Penny Post, which has done so much to improve our relations with the Home land and with other colonies. We may take his word for it, even if it were not so generally admitted, that a universal penny post would pay financially. The position of the scheme at present is favourable, but the permanent officials at St. Martins-le-Grand are supposed to be blocking it. America, Egypt, Australia and New Zealand have definitively spoken for the universal penny rate; public opinion in Great Britain is for it; and Mr. HENNIKER HEATON believes that France, Germany, Italy, Canada, South Africa, Japan, Belgium, Holland, Denmark and Sweden only await the invitation. With characteristic enterprise, New Zealand has not waited for the rest of the world, but has induced over a hundred postal administrations, including Italy, to accept letters with only the penny postage. This creates the anomaly that a letter posted in London for Rome would travel more cheaply via New Zealand than it would direct. But there is no valid argument against, so there is the less need to repeat the incontrovertible arguments for, his scheme. It is not argument we have to meet, but bureaucratic pigheadedness. We must get the Lion to roar at them.

CHINA'S IMPORTS.

(Daily Press, 1st August.)

Except from those who make a systematic study of the foreign trade with China, Part One of the recently issued "Analysis of Foreign Trade", dealing with imports, will not attract much attention as it stands, because it consists wholly of figures. There is not a verb to be found from cover to cover. Nevertheless it is worth looking into. The first table tells a very interesting story of consistent expansion. Beginning with a net import in 1896 worth nearly two hundred and three millions of Haikwan taels (each tael being valued at three shillings and one tenth of a penny) we find that with one single year excepted there has been a steady growth in the Chinese demand for foreign goods, until in 1905 (a decade) it has more than doubled, the net figures being Tls. 447,100,791. The excepted year was 1900, so that the cause of the temporary halt may be easily remembered. The falling off was more than replaced in the following year. The value of the direct imports from Hongkong has grown steadily from 133 million taels in 1902 to 148 millions in 1905. From British India the imports have fluctuated more, but contrive to show an increase of about a million taels in the four years—Tls. 34,798,437 in 1905. This table affords

some interesting comparisons, but unfortunately there are omissions for previous years. In 1905, however, it appears that Great Britain (exclusive of colonies) was still leading, although closely followed by Japan (including Formosa) and America (including Hawaii). The gross imports from Great Britain were Tls. 86,472,343; America comes next with Tls. 76,916,838; and Japan third with Tls. 61,315,248. A comparison of these figures with those for Hongkong shows that the Imperial Maritime Customs people have peculiar ways of showing the contributions "from each country". Hongkong's contribution is included in the gross import of China, with the others which it includes within itself. However, ignoring Hongkong, we get the comparison already stated, and need mention only that Germany is credited with Tls. 14,846,075, and France with Tls. 3,811,634. The rest, as racing men say, are nowhere. The smallest contribution of all is Tls. 478 worth from Spain, and even that includes Gibraltar. We find no figures to show the German rate of progress, but Great Britain has jumped from fifty millions in 1903 to fifty-seven millions in 1904 and its already quoted eighty-six millions last year. Japan's progress has been more consistent, if less in proportion. Its figures for last year show a jump of over eleven millions. The American contribution has also advanced erratically, the figures being thirty millions in 1902, twenty-five in 1903, twenty-nine in 1904, and now nearly seventy-seven. The American jump for 1905, it will be noted, is out of all proportion, which gives rise to some curious reflections as to the effect of boycotts. The values of the direct imports (gross) from British colonies are thus stated: Singapore, Tls. 4,061,088; Canada, Tls. 2,357,658; Australia and New Zealand, Tls. 1,538,747 and South Africa (including Mauritius), Tls. 13,523. The imports from British India have already been noted, above. Imports from Macao (Tls. 2,921,923) show little change. In addition to the net imports already totalled, there were re-exports value Tls. 14,093,741, making China's gross imports for last year els. 461,194,532. Hongkong's re-exports were Tls. 2,746,912, and show a steady growth from Tls. 2,390,310 in 1902. Re-exports to Great Britain were Tls. 263,529; to America, Tls. 2,317,524; to Japan, Tls. 1,607,566; to Germany, Tls. 130,512; to France, Tls. 39,195; and to Spain, Tls. 220. By deducting these from the gross figures given for the same countries, the net imports from each are obtained. In case this is desired, we give the re-exports to the British colonies, as follow: British India, Tls. 47,078; Singapore, Tls. 180,717; Canada, Tls. 9,120; Australia and New Zealand, Tls. 1,243; and South Africa, Tls. 1,300. There is not much interest in noting the values as directly imported by each customs district, especially as these are separately noted from time to time. Out of the total given, Shanghai, of course, takes more than half (Tls. 258,381,378), Tientsin coming next with over thirty-one millions, and Canton and Hankow about level, Canton with Tls. 26,255,221, and Hankow with Tls. 26,411,934. Canton continues to increase roughly about a million a year, while Hankow in the last four years has jumped as follows, five, seven, twelve, and twenty-six millions. More interesting perhaps is the table showing the value of the net consumption of foreign imports in each customs district, from which we learn (without knowing how the figures are obtained) that Shanghai consumed in

1905 ninety-two million taels worth of its imports, Tientsin fifty-nine millions, Hankow forty-seven millions, Canton practically all it imported, Newchwang thirty-one millions, Kowloon twenty-two millions, and so on. The rest of the book is taken up with analyses of the various imports themselves, particulars of which may be found in an excerpt on another page, headed "China's Imports Analysed".

"YOUNG CHINA" AGAIN.

(Daily Press, 2nd August.)

CHOU FU, Viceroy of the Liang Kiang who poses as the most progressive of the official hierarchy, has just been giving in his own capital an inkling of his capacity to rule, and his understanding of modern conditions in China. The incident was but a trifle; but a feather best shows how blows the wind, and CHOU FU is so far in accord with the Government at Peking that it is understood that he stands in the way of high promotion, and according to rumour is about to be sent to the South, to put in order the somewhat strained position of affairs in the two Kwang provinces. We do not hail the apparition so near ourselves of this latest exponent of young Chinese doctrines. Unwilling to judge too harshly of the man without further experience, we yet cannot forget how CHOU FU has succeeded in dissociating himself from censure in the affair of the outrages at Nanchang, and has left it to be supposed that the blame lay entirely with the FURAI of that province. Doubtless the provincial administration of Kiangsi is rotten to the core: but has it not been following closely in the footsteps of Kiangnan? The little incident which we referred to seems to suggest that Nanking under CHOU FU's rule is in little more wholesome condition. Fortunately no foreigner was immediately concerned, but the spirit displayed is of precisely similar nature. The affair had to do with the new police force regarding which we have heard much, but seen little. The new force, being introduced on lines feebly imitative of those under which the police system of Japan is conducted, has been tabooed by Young China as tainted with foreign proclivities. One of these new-fangled police in the heart of CHOU FU's territory, conceiving that one of the duties of a civic police was to look after traffic, objected to two of the soldiers in the suite of a military officer riding in one ricksha. The officer was "moving house", and the soldiers had been assisting in the operation. The soldiers went immediately and informed their officer, and that worthy, fully imbued with the spirit of "swarmery", to which we have lately had much occasion to refer, gave the hint to the wrathful victims of police regulation. The result was the immediate sack of all the new police quarters throughout the city. The police, believing in the truism that discretion is the better part of valour, and probably feeling that they had no friends in high quarters, seemed to have offered little resistance, so that the list of casualties was ominously small, and the city generally was unaware that it had actually been the battle ground for the two departments of its peace protectors. According to well understood custom, as soon as the news of the conclusion of the emeute had reached the VICEROY'S ears, that worthy gave his immediate orders to his bodyguard to quell the riot, which they did with much success, actually bringing in some of the soldiers concerned. The riot itself is of little importance; and we have only mentioned it as an instance of the utter incapacity of

the administration in China to see what is really needful to make the Government respected and the people content. The VICEROY at Nanking is notoriously of the party that would keep China for the Chinese; as such it might have been anticipated that in his own administration he would have taken steps to prove the possibility of the policy. Unfortunately, if illustration were needed of the present inability of China to bring her government up to the level of a well administered State, it is to be found in this very province of Kiangnan. This is the more remarkable that under the late Viceroy, LIU KWEN-YI, the two Kiang were able to set an example to the rest of the Empire. Indeed had it not been for LIU's statesmanlike policy during the time of the fantastic emeute in Peking, the whole position in China would have had to be changed, and it is doubtful if the Imperial rule in Peking could have been maintained. Now, on the contrary, we find Nanking converted into a centre of intrigue, the professed object of which is to throw the State into the hands of reactionaries. Such tactics must ever prove unsuccessful from their very nature. It may be in the power of an ordinary man to throw a State into confusion, but to organise a successful revolution demands administrative talent; and it is just in his ability for effective administration that the present VICEROY, and his followers, seem markedly deficient. The little police incident amongst many such is an additional proof of the incapacity of the Young China party for rule of any sort. Swarmeries have an ugly habit of being most dangerous to their organisers, and China has had only too many instances lately of this.

CLAIMS UPON CHINA.

(Daily Press, 3rd August.)

The reason for the squeamishness with regard to demanding indemnities from China was a good one. It arose as a natural consequence in the minds of Westerners, always constitutionally endowed with a strict sense of justice, when it was pointed out that while it was the officials who started most of the trouble, it was the people who were really being made to pay. From a lawyer's point of view, the injustice even then might be regarded as more apparent than real, as a master is responsible for the acts of his servant, and theoretically (certainly not in fact) the officials are the servants of the people. Yet setting aside that somewhat far-fetched point, there can be no overlooking the fact that the deeds inspired by bad officials were always committed by the people. Allowing that they were misguided in what they did, that their conduct was frequently characterised by that spontaneous, irresponsible passion of mobdom (which has been epitomised in the word "swarmery") rather than by deliberate malice aforethought, the people as a whole cannot be absolved of all responsibility for the outrages done by them in part. Still, there was the feeling that many were made to suffer for the sins of a comparative few; and perhaps there was some slight pricking of the Western conscience, conscious of provocation given. At all events, the feeling grew, and the American Government, hoping to convince the Chinese of its benevolent intentions, and quite unconscious that the Chinese are familiar with a saying of one of their own philosophers that virtue avowed loses its virtue, made itself one of the most ostentatious exponents of this particular spirit of moderation. In the

case of certain missionary societies (whose members naturally do not admit their propaganda to be provocation), the same reluctance has been manifested, indemnities for murdered missionaries being scorned as "blood money", whatever that phrase may imply in this peculiar connection. We have never realised the aptness of its use, since it is better understood as indicating the ignoble reward of informers and police spies. However, assuming for the moment that our information from Amoy yesterday was authentic, we may wonder what could have been the motive impelling the missionaries in that district to sign a "round robin" requesting the British CONSUL to discourage the claims for indemnity made by Dr. HORNE and Mr. FORBES EADIE. It could not have been the conscientious objection to the acceptance of "blood money", for neither of those victims was in any way connected with missions; and it would be too presumptuous, even in missionaries, to constitute themselves the consciences of other men. It is difficult to see how it could be due to the sense of injustice already mentioned, for in this case, to give the devil his due, the native officials are not under suspicion, and the people deserve to pay (as the said officials have readily admitted) for the people's most wicked behaviour. There is the further suggestion (a matter of common belief and current comment in Amoy) that they had at the time of their protest a claim pending against the same officials for compensation (report goes as high as \$100,000) for mission property destroyed a short time before, and not many miles from the place where the murderous and cowardly attack upon the two commercial men was made. If, as we have twice premised, they have really acted as reported—and we are still loath to believe it—we can only exclaim at the shocking want of tact their meddling shows. It would be quite plausible for someone to suggest that the missionaries themselves were in a sense partly responsible for the suffering of the non-missionary victims. Previous events in the vicinity of Amoy had just proved that the missions were not popular with the surrounding populace. Missionary demands for compensation were, it is alleged, on file, and would be known to the people. There alone was sufficient provocation (in the eyes of the ignorant natives) for what has up to now been regarded as a quite unprovoked attack. We hope that, in their own interests, the missionaries will lose no time in removing, if it can be removed, the unfavourable impression at present entertained by the foreign public of the port, by setting in a proper light the nature of their attitude in this case, which we would fain hope stands at present very much misrepresented.

CHINESE AND THE ECLIPSE.

(Daily Press, 4th August.)

When the interesting proclamation translated by our Canton correspondent comes to be read in England, it will occasion very little surprise. Some few, who have been studying the newspaper and missionary accounts of China's growing education and enlightenment, will be in doubt which evidence they ought to reject, the proclamation of August 1906, or the optimistic reports of the last couple of years. That a true grasp of the state of affairs can be gained by dovetailing both is unlikely to occur to more than an intelligent few. Local readers will, we presume, be generally

surprised to find such stale superstition surviving so near to a big and old-established centre of European enlightenment. They may put Viceroy SHUM down mentally as a Chinese PAUL KRUGER, who shuts eyes and ears to the everyday truisms of science which assail them. They may be right in so doing, but we are inclined to give the Canton VICEROY credit for a little more intelligence than that, just as we acquit the Peking astronomers of believing in the dragon theory of eclipses. Our correspondent himself appears amazed at such a proclamation coming from one whom he regards as "a progressive and enlightened official", and herein, if we admit the enlightenment, we must look for the clue. When a man does something quite unexpected, it is desirable to search for his motive. Viceroy SHUM does not believe that a dragon begins to swallow the moon, or that the beating of tin-cans induces it to desist and disgorge. Then why does he invite his constituents to "protect the moon"? The obvious answer is that it is an official duty, a very old custom, and that whatever his personal feelings may be, he must repeat the foolishness. That might be sufficient excuse, even for such "an independent satrap" as Viceroy SHUM, but there is also the unlikelihood that the rulers at Peking believe in the superstition any more than he does himself. We must then seek another explanation; and it seems an easy matter to find it when we cast a retrospective glance at the relations of European rulers and European superstitions in the past. Peking is not quite eaten up with folly: Viceroy SHUM is none so silly as he seems; they do but resort to a well-worn and never-failing dodge of the ruling classes. When a child is fractious and troublesome, its parent or nurse gives it something to play with. National infants have always been pacified with superstitious playthings. The "divine right of kings" kept them quiet for centuries; and in China, it would not be too much to say that the nearest approach to loyalty to the Emperors has been the reverence paid to them as intermediaries. They have been valued as useful creatures who go between the people and Heaven, and who have maintained friendly relations with the Unseen. We will not try to prick the complacency of those Westerners who may have overlooked the numerous "medicine-men" or "witch-doctors" in the history of their own race; but they deserve to be warned against indulging in risibility at Viceroy SHUM's expense. Viceroy SHUM does not rank intellectually below the Bishop who said that the Salisbury railway catastrophe last month was "sent as a warning". He is quite mentally keen enough to see that if the partial eclipse can be foretold by calculations, even to the point at which it will cease (seventeen and a half per cent), the noisy efforts of the people cannot be the cause of the predicted effect. It is not altogether to his disadvantage, or to the disadvantage of his superiors, that the great mass of the people are more credulous. The pity of it is that Westerners, instead of enlightening their darkness, should spend time, money, and lives in further befogging them, thrusting down their throats a book containing equally ridiculous nonsense about things astronomical. But in saying this, we appear to be somewhat ahead of the times, and so over-bold. The melancholy exhibition being made in connection with the new British Education Bill teaches us that logical truth is not so irresistible amongst ourselves as at this period in the age of civilisation we have a right to expect it should be.

HONGKONG JOTTINGS.

30th July.

There has been a good story going the rounds of late about a well-known local gentleman who occupies a seat on one of our governing bodies. Like some of his colleagues he dearly likes to take advantage of every opportunity for making speeches, and though the rivalry may not be admitted it is patent to those who are privileged to look on. Now it does not follow that this gentleman, or for that matter his colleagues either, discourses so often as he does because he is charmed by the sound of his own voice. No, the reason underlying so many orations is that they are reported, and being reported occasionally see the light of print, to the gratification of the speakers and of course the edification of their readers. Well the story goes that on a recent occasion the gentleman in question unburdened himself at some length, concluding by submitting a motion. As this was not properly framed and was spoken with all the volubility for which this gentleman is noted, the Chairman turned to the clerk and with words that neatly described the situation remarked "Would you take down as much of that as you can." The unfortunate official, overwhelmed with the torrent of words, looked towards the speaker and asked him to be good enough to write his motion. As this is the practice on such occasions, one can judge of the astonishment felt by the meeting when the orator burst out in injured tones: "Why can't I have a shorthand writer to take down what I say? I can't remember it. I speak as I feel at the time." Though I have made inquiries, I have not heard that there is to be any addition to the clerical staff in the Government employ.

The other day I was in conversation with an Indian merchant, who discoursed on the subject of shipping with evident knowledge. Until recently, he said, the English shippers used to be most in favour because of their fair dealing and considerateness, but now we are better treated by the Japanese, who take more trouble with us and are ready to hear and satisfy complaints. The other shippers, German and French, have not changed either, so that in the order of our regard the Japanese hold first place, the English second, the German third and the French fourth. Of course the speaker was referring to a comparatively small section of consigners and consignees: the figures generally put the shippers in different order. Such comments, however, will probably always have interest just now when so much competition is talked of.

The ricsha coolies on the Kowloon side are, I am informed, better behaved than they have been for some time. They no longer raise scenes when the proper fare is tendered them and never demand more than the legal fare. Such an ideal state of affairs shows that the police there have them well in hand, and that again is an indication that the remarks I made on the subject did not pass unheeded. Their manners have also improved, and it is on record that one of the coolies said "Thank you" when he received five cents for a fare. I can only marvel at the puller and the pulled, the one for his unnatural politeness, and the other for his moral courage in daring to tender the legal fare. But perhaps the expression of gratitude was, as the American humourist who could not spell would have said, meant sarkastik. The coolie is a highly humorous animal.

When are the new Volunteer headquarters to be ready? The question has been asked more than once of late, but no definite answer has been forthcoming. It was understood they were to have been occupied this summer, but as the building is not nearly completed yet and as the work is not making rapid progress, it is fair to assume that the Volunteers will not have the use of the new premises this year. The absence of proper quarters is a serious handicap to the corps, and it is to be hoped that something will be done to impress this on those responsible for the delay.

I recently had a private and unauthorised view of some "copy" prepared by an intelligently anticipatory young gentleman who sends

correspondence to a journal outside the Colony. There were allusions to "mountainous waves lashed into ungovernable fury", "shi ping that had scurried into shelter", "bits of wreckage, pathetic flotsam and jet am, that littered the Praya", the "shrieking of the wind", and the "appalling display of elemental forces". I turned to the heading; it was "Terrible Typhoon at Hongkong". The enterprising litterateur is still waiting for the Meteorological Department to "make good".

Though the New Territory has been under British rule for a number of years it is surprising to learn that there has been no reliable map prepared of this important part of the British Empire. Now that the railway is in course of construction it is more desirable than ever to know the exact location of the towns and villages to this line of communication, and even from other points of view one would have thought it would have been well to have a thorough and accurate survey of the new territory prepared. The only map in use is one founded on notes and observations taken by an Italian priest as far back as 1836, and while the work must be regarded as very creditable to him, the same cannot be said of the responsible authorities who have shown a strange remissness in the matter.

It has become quite fashionable of late to "say things" about the Sanitary Board and to visit its sins of omission and commission in the most public manner on some of the principal officials. On this occasion I do not wish to be critical; I would merely make a remark. The suggestion which underlies it will doubtless be obvious. Lower Albert Road, one of our prettiest and most interesting thoroughfares on the lower levels, has its appearance spoiled at a certain place by the dust carts being lined along the thoroughfare. Now, why should these unsightly vehicles be allowed to be there. Surely there are depôts which can be used for storing them. But perhaps enough has been said.

BANYAN.

HONGKONG GENERAL CHAMBER OF COMMERCE.

A monthly meeting of the general committee of the Hongkong General Chamber of Commerce was held in the Chamber Room, St. George's Building, Hongkong, on Tuesday, 10th July. Present—Hon. Mr. E. A. Hewett (chairman), Hon. Mr. W. J. Grasson, Messrs. A. Haupt, H. E. R. Hunter, G. H. Medhurst, N. A. Siebs, H. E. Tomkins and A. R. L. Wong (secretary).

SAN FRANCISCO DISASTER.

The following letter was read by the Chairman:—

State of California
Executive Department,
Sacramento.

July 1, 1906.

To the Chairman of the
Hongkong General Chamber of Commerce,
Hongkong.

CHINA.

Sir,—I have the honour to acknowledge your favour of the 3rd of April confirming a despatch of earlier date and renewing an expression of sympathy with the people of San Francisco in the great calamity which recently befall them. Permit me, speaking on behalf of the citizens of San Francisco and of the entire State of California, to express sincere appreciation of and gratitude for the sympathy so graciously manifested by the members of your commercial organisation. Since the catastrophe of April 18th there has been such a world-wide exhibition of the sentiments of human brotherhood as had deeply touched the hearts of Californians and has served to mitigate their sense of suffering and loss. It affords me great pleasure to say that San Francisco, although sorely stricken, will recover, and I think speedily, from the effects of the blow. Already the business organization is re-establishing itself on former lines, and although it will necessarily take time to rebuild the structures which were destroyed, I have no doubt that in five years the chief American port on the Pacific will be a busier and more prosperous city than before. We shall

ever retain a feeling of gratitude toward the people of those places, which, like the commercial community of Hongkong, have manifested their sympathy in our loss and their hope of restoration to our former state.—I have, &c.,

(Sgd.) GEO. C. PARDEE,
Governor of California.

NATIONAL ASSOCIATION OF MANUFACTURERS
OF THE U.S.A.

New York, May 29th, 1906.

Dear Sir,—This Association, as you doubtless know, is an organization of leading manufacturers of the United States in all lines of industry. Its membership is now about three thousand (3,000). Frequently the heads of firms or companies embraced in our membership, or their special representatives, make trips abroad, and in the interests of international trade we have thought you might like to meet some of these gentlemen. Therefore, if it should be agreeable to you we should take pleasure in placing your Chamber on the list of organizations to whose secretary or other officer we may take the liberty of introducing those of our members or their representatives who visit your city. Naturally at these interviews no little information might be given and received that would be of mutual interest. We assure you that we shall at all times be pleased to see anyone from your city whom you may introduce to us.

We have commodious offices in the business centre of New York City with a staff of over 50 people, comprising gentlemen who read, write and speak all the leading commercial languages; and the various facilities of the offices are always at the service of visiting business men from other countries free of charge.—Very truly yours,

(Sgd.) WM. M. BENNEY,
Assistant Secretary.

Secretary, Chamber of Commerce,
Hongkong, China.

The CHAIRMAN said the Chamber was already associated with the Philadelphia Museum, a somewhat similar institution to that of the present correspondent's, and it was agreed to reply that the Hongkong Chamber would be pleased to reciprocate the facilities offered by the Manufacturers' Association as far as possible.

SIXTH CONGRESS OF CHAMBERS OF COMMERCE
OF THE EMPIRE, 1906.

The preliminary list of the resolutions before the Congress was discussed and in view of the Chamber's letter to the delegates of the 2nd ultimo it was decided not to cable any further instructions.

ALLEGED SIGHTING UP OF THE HARBOUR.

The following letter was read:—

Colonial Secretary's Office,
2nd July, 1906.

Sir,—I am directed to bring to the notice of your Chamber certain investigations that have recently been carried out with regard to the depth of water in the harbour of Hongkong which it is thought may be of interest to them. In the first part of the year 1904 Mr. J. F. Boulton, then Acting Assistant Director of Public Works, prepared an exhaustive comparison of the depth of water all over the harbour as indicated by the charts that had been issued from time to time by the Hydrographer to the Navy. This report showed that the shoaling that had taken place between the years 1841 and 1890 involved the loss of a considerable area of five fathom water, particularly in the western part of the harbour, a loss which if verified and likely to continue pointed to the necessity of extensive dredging operations being undertaken without delay. Mr. Boulton pointed out, however, that the correctness of the results he had arrived at depended on the correctness of his assumptions with regard to the zero that had been taken for the surveys and that it was doubtful what zero the earlier charts were referred to and how that zero was preserved. He recommended that the Admiralty should be requested to make a complete new survey of the harbour bottom.

2. Mr. Boulton's report was forwarded to the Secretary of State on the 26th October, 1904, with the request that the observations of the Consulting Engineers, Messrs. Goode, Son and Matthews, should be obtained with regard to it and that the Admiralty should be approached

with a view to reconsidering the decision they had arrived at at the end of 1902 not to contribute towards a re-survey of the harbour.

3. On the 28th July, 1905, the Secretary of State transmitted a report by the Consulting Engineers, who had satisfied themselves by conferences at the Admiralty that it was impracticable to utilize as a reliable basis of comparison the soundings taken before 1886 as shown on the earlier charts, and were of opinion that the soundings of 1841 should be eliminated in all future comparisons as to the former depths which existed within the harbour. In view of the survey of the most important portion of the harbour having been made 18 years ago they recommended that it should be re-surveyed, that the results of the new survey should be compared with the charts published since 1886 and the extent of the changes which had occurred in the interval thus determined. They estimated the cost of the proposed survey at £10,000 and that it would take eighteen months to two years to complete and they recommended that the whole question of dredging should remain in abeyance until the information which would be furnished by the new survey was available.

4. At the same time as he forwarded Messrs. Goode, Son and Matthews' Report, Mr. Lyttelton stated that the Lords Commissioners of the Admiralty were not prepared to contribute towards the cost of a new survey.

5. The Consulting Engineer's report was referred to Mr. Boulton, who on further evidence having become available as to the datum used in the preparation of the 1841 chart entirely concurred in eliminating the soundings shown on it from future consideration of the subject. He reverted to the opinion he had held before an examination of the 1841 chart that the extent of shoaling in the harbour since the establishment of the Colony had been very small. The comparison of soundings of Hongkong Bay that, since the submission of his original report, had been taken for the Colonial Government in January, 1905, by Commander J. D'Arcy, R.N., with the soundings of 1887 had indeed shown a deepening in this small part of the harbour. Mr. Boulton thought a complete survey unnecessary at the present time, but recommended that careful test sections should, when opportunity offered, be taken on certain lines suggested by him.

6. By the courtesy of the Commander-in-Chief, China Station, Commander R. W. Glennie, R. N., of H.M.S. *Waterwitch* was permitted to do this work in February and March of the current year.

7. I am directed to transmit for your information copies of Admiralty Charts Nos. 1459 and 3280, on which are indicated the lines on which the test sections were taken, and a sheet of these sections on which the difference in level of the seabed according to that of March 1906 are shown exaggerated 25 times as compared with the horizontal scale. These sections show very little change in the seabed to have taken place in the interval between the two surveys. There has been a slight scouring on the Hongkong side in the narrowest part of the harbour and a slight deepening generally in the western part and over Kellet's Bank.

8. It is clear therefore that any further consideration of the question of extensive dredging in the harbour will be on account of the increased number and draught of ships that use it and not on account of diminished area of deep water in it.—I have &c.,

(Sgd.) T. SERCOMBE SMITH,
Colonial Secretary.

Secretary, Chamber of Commerce.

The CHAIRMAN said the report was much more satisfactory than had been anticipated and the question of dredging to provide an extension of mooring space was one which could be left over for the present.

PIECE GOODS TRADE. LATE DELIVERY OF
GOODS BY MANUFACTURERS.

The following report from the sub-committee appointed at the last meeting to deal with this question was read:—

Hongkong, 10th July, 1906.

Sir,—We, the sub-committee appointed by the Chamber of Commerce, have considered the letter from the Liverpool Chamber of Commerce dated 9th April, 1906, asking the opinion of the Hongkong Chamber with regard to the following proposal:—China: Late Delivery of Goods

by Manufacturers.—“At the present time the law here does not admit of any compensation for goods late against contract, but we understand that some merchants in Manchester are taking this matter up, as under present conditions the temptation is open to unscrupulous manufacturers and others to delay goods in order to sell to advantage to others on a rising market. We are informed that it is proposed that one month's grace should be allowed, but if over one month a penalty of 5 per cent. ad valorem should be exacted. We think if the Hongkong, Manchester, Liverpool and Bradford Chambers would come to some decision on this point it might be possible to institute the clause we have mentioned. We have further considered the replies of local piece goods merchants to the Chambers of Commerce's circular letter of 8th ultimo embodying the above proposed clause for insertion in piece goods contracts, and unanimously come to the conclusion that the following clause would be best suitable to local conditions:—Manufacturers to be allowed 14 days' grace after which period the buyer to have the option of cancelling the goods or of taking them, with a penalty of 5 per cent. ad valorem for the first month or part of a month and 2½ per cent. additional for each succeeding month or part of a month of the extension agreed upon between the manufacturer and buyer. Should a further extension be required by the manufacturer beyond the period already agreed upon, the buyer to again have the option of cancelling the goods or of taking them with a penalty of 2½ per cent. for each month or part of a month of the further period.”

This substituted clause was notified to local piece goods merchants in a circular letter of 4th July, and we have now pleasure in reporting that from the replies received it is apparent that the great majority of merchants are agreeable to the clause suggested by us and that few have any other opinions to offer. Under the circumstances the committee of the Chamber of Commerce can be satisfied that in forwarding the new clause agreed upon they are voicing the opinion of the local piece goods markets.—We have, &c.,

(Sgd.) A. Brooke Smith (Jardine, Matheson & Co.),
G. Engel (Wm. Meyerink & Coy.),
D. K. Moss (Alex. Ross & Coy.),
S. H. Dutton (S. J. David & Coy.).

It was decided to accept the report and forward same to the Liverpool Chamber of Commerce.

SUPREME COURT.

Friday, July 27th.

IN SUMMARY JURISDICTION.

BEFORE MR. A. G. WISE (PISNE JUDGE).

A SMALL BALANCE.

The Tai Fung Lung sued the Man Lung firm to recover \$6.60, balance due on account.

Yee Wong, managing partner of the defendant firm, said he sent his foki to the plaintiffs to buy rice. He supplied cash, and if the foki did not pay it over, the plaintiffs were bound to look to him for payment. The foki was a good fellow, and so had no difficulty in getting credit, but when a firm gave credit it was their own lookout.

His Lordship—Where is your foki?

Defendant—He died of plague two months ago.

His Lordship—Then you'd better pay up. It's no use looking for him.

Monday, July 30th.

IN SUMMARY JURISDICTION.

BEFORE MR. A. G. WISE (PISNE JUDGE).

AN UNSTAMPED AGREEMENT.

Leung Wa-hing, trading as Shun Yick, of 39, Gough Street, sued the Kwong Tak Tai firm, of 3 Wing Lok Street, for the recovery of \$75, being one month's rent for the first and second floors of the premises mentioned and one month's rent in lieu of notice.

Mr. C. F. Dixon (from the office of Mr. John Hastings) conducted the case for plaintiff, while the defendant appeared in person.

Plaintiff in evidence said an agreement had been entered into between the parties.

His Honour—Was it a written agreement?

Witness—Yes, my Lord. This is the agreement.

His Honour—But this is not stamped. I cannot accept this. Will you undertake to get it stamped?

Witness—Yes.

After hearing other witnesses his Honour gave judgment for defendant with costs.

IGNORING THE RULE OF THE ROAD.

MASTER'S CERTIFICATE SUSPENDED.

An inquiry took place on July 30 before the Hon. Captain Barnes-Lawrence at the Harbour Master's Office into the circumstances connected with the charge of failing to observe the rule of the road in Victoria Harbour, preferred by Mr. C. D. Wilkinson, solicitor, against Lo Man, the master of the steam launch *Penguin*, on the 24th inst.

Mr. C. D. Wilkinson said—On the 24th instant I was returning to Murray Pier from Stonecutter's by launch. On nearing Murray Pier a launch which proved to be the *Penguin* was seen approaching the Hongkong side about four points on our port side. The *Penguin* never altered her course and stood on across our bows. When a collision appeared inevitable we had to slow down and starboarded our helm in order to clear the *Penguin*. We passed under her stern. Apparently the *Penguin* made no alteration of her course. A collision, in my opinion, would have been inevitable.

Mr. Gray, also a passenger, said—A collision would have been inevitable had our launch not given way.

Lo Man explained by models which showed he had crossed the bows of complainant's launch, which was on her starboard side, when he should have given way to her.

The Magistrate ordered the suspension of the master's certificate for four months.

His Worship—I desire to thank you two gentlemen, Messrs. Wilkinson and Gray, for coming forward to give evidence, as it is only by such means (too seldom done) that it is possible to impress upon masters of steam launches that they cannot afford to ignore the rules of the road in this harbour.

FATAL ACCIDENT ON THE "INDRAVELLI."

A DANGEROUS HATCH.

Mr. H. H. J. Gompertz held an enquiry at the Magistracy on the 30th July into the death of an unknown coolie, who fell down a coal bunker on the s.s. *Indravelli* early on Saturday morning. This is the second fatal accident that has occurred on the *Indravelli* within six weeks.

G. H. Warren, second officer of the *Indravelli*, said the coal coolie fell down the bunker at 4.30 a.m. on Saturday morning. Witness was on duty at the time, and hearing a shout from the coal coolies went to see what was the matter. The coolies said one of their number had fallen down a bunker, and on going below he found him lying on the coal. While he was being carried to the deck, the coolie expired. When the steam launch which was to land them came alongside the *Indravelli*, the coolies made a rush to get on board, and deceased fell down a hatch. There were five hatches open at the time, all of which were being worked. They had just finished work in the hatch down which the coolie fell, and there was not time to close it before the accident. Coaling was to be continued on the arrival of a fresh relay of coolies.

After further evidence had been heard Inspector Langley informed his Worship that all danger would be averted if the hatch near the gangway were fenced off.

The captain said it would be impossible to do this, as it would impede the working of coal, and Lloyd's would not allow a higher combing than that which at present surrounded the hatch.

As further witnesses were required, the inquiry was adjourned *sine die*.

A FATAL "ESCAPE."

Mr. H. H. J. Gompertz, sitting as a coroner, conducted last week at the Magistracy an inquiry into the circumstances touching the death of Lai Hoi, 54 years of age, who was found dead in Kut On Street. The jury was composed of Messrs. F. J. Fox, W. G. Goggan, and V. Sowerly.

As indicated by the coroner, the deceased was found dead by the police on the 19th inst. The police had made an opium raid on a house in Kut On Street, and during that raid or immediately after a man fell from a height into the street and either died instantly or shortly afterwards.

Medical evidence was given to the effect that death was due to a fractured skull. The police testimony showed that when the raid was made on the house in 5, Kut On Street several men attempted to escape by climbing into the balcony of the adjacent house, and when the police and excise officers left the house they found the deceased lying on the pavement with a fractured skull. He was conveyed to the Police Station but died on the way.

The jury returned a verdict of death by misadventure.

HONGKONG'S EVENING SCHOOL.

The prospectus of the evening continuation classes shortly to open at Queen's College is published in the *Government Gazette*. The first session starts on Wednesday, October 3rd. Classes in technical subjects will be established for the purpose of affording facilities for a commercial and scientific training to students generally, and of enabling those who have left school to continue their studies. The classes will be conducted under three sections, and the subjects taught will be as follows:—

(a) Commerce section:—Pitman's shorthand, book-keeping, commercial geography, commercial arithmetic, modern languages, letter writing and advanced English.

(b) Engineering section:—Practical mathematics, applied mechanics and mechanical drawing.

(c) Science section:—Chemistry, electricity, heat and steam, and hygiene.

No class will be formed unless at least five students join. During the first week of the Autumn session all the teachers will be in attendance from 6 p.m. to 8 p.m., and students are advised to consult them before entering their names for any class. There will be two sessions in the year—the first commencing in the first week of October, and closing two weeks before Chinese new year, the second commencing two weeks after Chinese new year and closing in the last week of May. Classes will be held on Monday, Tuesday, Wednesday, Thursday and Friday evenings from 6 p.m. to 8 p.m., or at such other times as may be approved. The classes are open to all who are over 14 years of age, irrespective of nationality, but applicants under 17 years of age must produce satisfactory references. Students are admitted at any time during the session.

"FARNHAMS."

A later Shanghai letter referring to the Shanghai Dock and Engineering Co. includes the following comment:—A review of the history of the former Company which the present Company has replaced, although interesting and piquant, and not altogether creditable, would serve no useful purpose except as an explanation of the present situation when shares are quoted at a ruinous discount and the confidence of the investing public is entirely destroyed. The loss to Shanghai is enormous and paralyzing. That the largest concern in a place of rapidly growing business shows steady decadence is sufficient proof that the management leaves much to be desired. In 1901 the profits for ten months were stated to have been Tls. 1,237,313. The result for the last year has been a net profit of Tls. 410,673—just one-third. And with all this there is no doubt that the Company is in a thoroughly sound position. The assets are valued at twice the book entries, and the Reserve Fund of Tls. 1,000,000 may be regarded as having taken the place of writing off for depreciation. Under

these circumstances there is no reason why, with skilful management, the Company should not be completely successful.

HIGHWAY ROBBERY.

As two natives were journeying towards Shaikiwan from Tytam Gap on July 29th they were accosted by three men, who without warning attacked them, felling both with bamboo poles. Taken by surprise, the men offered no resistance, and the robbers promptly relieved them of their clothing. One of the complainants had \$2.60 and an umbrella in his possession, which property the robbers also appropriated. They then departed, leaving their victims naked. One of the gang, however, who must have been more considerate than his confederates, returned and handed one of the complainants an old jacket, and the other a very much worn pair of trousers. In this apparel the victims presented themselves at the Shaikiwan Police Station and told the story of their adventure to Inspector Robertson. The Inspector promptly sent men in pursuit of the robbers, and on the following morning a man was arrested on the Stanley Road near Tytamuk, with the stolen umbrella in his possession. The complainants identified him as being one of the gang, and he was charged.

His Worship remanded him for a week.

GAMBLING AD. LIB.

The rigorous prosecutions under the Gambling Ordinance that have prevailed of late, have had the effect of sending Chinese gamblers farther afield. They established a miniature Monte Carlo on Capsuimun Island which until Monday was run with considerable success. The place of late has gained notoriety among the gambling class, and players evidently felt as free from police molestation there as they would at Macao. Look-outs were kept on land, while a boat plied the water which gave instant warning when the police pinnace was sighted. The police decided on a surprise visit, and the ruse carried out by Detective-Sergeant Wilden was successful. An unsuspecting looking sampan, containing a squad of lukong hidden under canvas, passed the sentries without raising suspicion. The police landed quietly and quickly, made their way to the place where gambling was in progress, and surprised and captured three schools of eleven men.

They were charged on the 31st July, found guilty, and four natives who were proved to be keepers of the games were each fined \$75, while the players were fined \$3 each.

CANTON.

[FROM OUR CORRESPONDENT.]

July 27th.

THE CANTON-HANKOW RAILWAY.

There is trouble again on the managing board. A section of the shareholders object to Wong King-tong's appointment as vice-president of the board of directors. A petition headed by several guilds and signed by numerous merchants and gentry is said to have been forwarded demanding that Wong should be compelled to resign immediately.

FOREIGNERS "HONEST AND TRUTHFUL."
The President, Chang Taotai, has received the following telegram from Sheng Kung-pao, director of railways:—

"Your telegram under the code word 'Tung' received. Have heard that you were compelled to accept the position of Director of the Canton-Hankow Railway Co., although you did not desire it. As this is a public enterprise I trust you will devote your influence and energy and that you will see that this vast project will be successfully carried out. The construction of the line depends entirely on the ability of the chief engineer. In reply to a wire received from Viceroys Shun I cabled to him that there are honest and trustworthy foreign engineers. Of course there is a difference between engaging a foreigner with foreign-loaned money and with Chinese money.

"In this case we are engaging a foreign official with our own money, and I have no doubt that there will be no difficulty in

controlling him. This Belgian engineer was formerly employed on the Peking-Hankow Railway at a salary of 2,000 francs a month, which was increased later to 2,500 fr.

The salaries of Belgians are cheaper than those of other foreigners, and I think it is advisable for you to engage him."

WEST RIVER PIRATES.

I am informed that Viceroy Shum is in receipt of a telegram from the Waiwupu, saying that the British Minister in Peking has made representations regarding the prevalence of piracy on the West River and cited the recent attack on foreigners. It is said that the dispatch enjoins the Viceroy to take prompt measures to secure the arrest of the pirates and to devise means for the wholesale extermination of these desperadoes.

July 28th.

A MATTER OF WAGES.

The *On Nga Po* reports that the Yuet-Han Railway Company has received a telegram from Tientsin stating that Chim Tin-yau is holding two positions as Chief Constructor and Vice-President of the King-cheong Railway and that he is receiving a salary of over Tls. 1,000, besides travelling expenses. If the Yuet-Han Railway Company can give him better remuneration, it is possible to obtain his services.

CAUGHT AT LAST.

A notorious robber named Chung Ham-yu-cheung, who is a native of the Tung Kun District and who has committed various crimes in China, has been hiding in Annam for several years. A reward of several thousand dollars was offered for his arrest. Recently he was arrested in Annam. The Chinese authorities have obtained his extradition through the French Consul.

THE BOAT POPULATION.

Since the establishment of the Water Police, only about 9,000 boats have taken out licences and have been numbered. Now the Water Police authorities have again issued a proclamation urging the boat people to take out licences for their boats. Any boats failing to take out licences after the 20th day of the 6th moon will be fined. The fine will be \$25 on big boats and \$5 on small boats each. Any men who find out an unlicensed boat and report it to the Water Police will receive half the amount of the fine as a reward.

July 30th.

SILK TRADE THREATENED.

Tai-Leung city is in a state of ferment and the silk people of Shun-Tak are greatly concerned over the situation. Owing to the imposition of a new tax on pigs all the local butchers have threatened to go on strike and a riot is feared by the inhabitants as a result of the agitation. It is to be hoped that the authorities will prevent any trouble occurring in that district, as it is bound to tell on the silk trade, of which Tai-Leung is an important centre.

PRISON REFORM.

As a result of the inspection of the various Canton prisons by the Provincial Treasurer Hing Yau, a jail superintendent of the Nam-Hoi prison, has been deprived of his button and is suspended for one year. In the course of the inspection the Provincial Treasurer found out that many of the prisoners had been unnecessarily ill-treated, and has punished Hing Yau as a warning to others.

PATIENCE WINS.

Hitherto only foreign registered launches were allowed to ply between treaty ports and the interior without towing a junk. This privilege caused many Chinese owners to register their launches under foreigners' names, constituting a source of income to the latter. Viceroy Shum has now decided that Chinese owned launches should enjoy the same privilege and has authorized the Commissioner of Customs to issue permits to same. Foreign flags will now be at a discount.

CHINESE RAILWAY ENGINEER APPOINTED.

It appears that the Canton-Hankow railway will be after all constructed under the guidance of a Chinese engineer. A few days ago Sheng Kung-pao recommended a Belgian engineer, and it seemed as if the merchants were decided to engage him, but they had not reckoned with the Viceroy's unwavering patriotism. It is

reported that in reply to a wire received by H. E. the Viceroy from Yuen Shi-kai, in which the latter offered the assistance of the Chinese engineer Kwong Sheung-mow Viceroy Shum has immediately wired accepting same, and has informed engineer Kwong that the people of Kwangtung will receive him with open arms.

July 31st.

RAILWAY NEWS.

Wong King-tong, Vice-President of the Canton-Hankow Railway, has gone to Swatow of formally inaugurate the line to Chiuchow, to which he is chief director. A portion of it is apparently ready for opening.

The Minister of Customs has notified Viceroy Shum that all material imported for the Canton railways will be liable to ordinary customs duty.

The Sun-ning Railway Co. petitioned for leave to buy their sleepers and other material from Germany. The Board of Commerce consented.

MILITARY NOTES.

The general officer commanding the Sukwan-ying (New Army) has rejected as unfit about four-fifths of the Bannermen offered as recruits. These were the old guard, the flower of the old Army, but were considered incapable of bearing modern arms.

Students at the Canton Military College are bound to study for three years. One young soldier, wishing to attend his sick mother, has had to refund \$120 spent on his training. Considering the importance of filial piety in Chinese eyes this may be regarded as indicating the rigorous discipline of the new régime.

MISCELLANEOUS.

A kidnapper detected on a junk between Ching-yuen, on the West River, and Canton, with four stolen boys, deliberately jumped overboard. Being dark, his fate was not ascertained. The children were sent back to Ching-yuen.

The district lying about a hundred miles west of Canton has been devastated by heavy rainstorms.

Following an old established custom, the subordinates of the Tung-Kuu magistrate, Chew-Mong-chi, have sent him the quinquennial royalty of \$10,000 subscribed amongst themselves. The magistrate sent the amount to the Viceroy, with a petition begging the Government to accept it. The Viceroy was quite pleased, and praised the magistrate for his disinterestedness and generosity, promising to report his action to the Throne when remitting to Peking the royalties collected in the whole province of Kwangtung.

August 2nd

AN AMAZING PROCLAMATION.

The following is a translation of a wonderful proclamation just issued by Viceroy Shum with reference to the partial eclipse of the moon on the 15th of the 6th Moon, i.e., 4th August:

"This proclamation is issued to command all the local civil and military authorities, gentry, merchants and the people to protect the moon. The Provincial Judge of Kwangtung has reported to me that he has received an official dispatch from the Board of Rites at Peking stating that the Imperial Astronomer through calculations reckoned that on the 15th day of the 6th Moon of this year at the new watch (i.e., 7 p.m.) there will be an eclipse of 17.50 of the moon. It will commence on the left side of the moon during the first watch (i.e., between 7 and 9 p.m.). The above stated portion will be eaten up. After 8 o'clock it will gradually return to its original form. On account of the above it is my duty to issue this proclamation to notify the civil and military officials, gentry and merchants so that you may all know of it and unite your efforts to protect the moon. I command you all not to disobey this proclamation."

One could hardly imagine that a progressive and enlightened official as Viceroy Shum undoubtedly is in spite of his chauvinistic tendencies could publish such a proclamation. The people are actually requested to frighten that most wonderful of animals, the Chinese dragon, so as to prevent him from swallowing the sun's consort. This means that an infernal noise will be made by the beating of gongs and other sonorous instruments during the best portion

of Saturday evening. Kettles and other culinary utensils are handy substitutes and there should be a considerable rise in kerosene as the empty tins are greatly in demand on such occasions. The noise is necessary according to Chinese belief; it does not prevent the monster swallowing the moon but acts as an emetic and obliges it to surrender the swallowed morsel. An intelligent and firm proclamation to stop piracy and wipe out evil-doers from the province would have been more in keeping with His Excellency's exalted position and responsibilities!

THE RISE OF KONGMOON.

Kongmoon has increased in importance since it has been opened as a treaty port and its trade has quadrupled in a very short time. The number of houses built since the opening of the port is considerable, and the port handles now almost all the commodities produced in the province. It will still increase when the Sun-ning railway is extended to that port as terminus.

MOE LAWLLESSNESS.

Another extensive armed robbery has been committed in the Sha-Tan village, booty to the value of over Tls. 20,000 being carried away.

MACAO.

(FROM OUR CORRESPONDENT.)

Macao, July 30th.

GOVERNOR OF PORTUGUESE INDIA.

If the rumour be true, the numerous friends of Senhor José Maria de Sousa Horta e Costa here and in your Colony will be glad to know that this gentleman is going to be the Governor-General of Portuguese India. As far as is known Senhor Horta e Costa, if not already on his way to India, soon will be. They will also congratulate the people of Portuguese India on having a man like Senhor Horta e Costa for their chief.

ANOTHER PROMOTION.

It is also known that Senhor Abru Nunes, the Director of Public Works of this city, is now made a colonel, and this gentleman is expected to be here in September.

DEPARTURES.

By the C. P. R. steamer *Empress of China* that is leaving your port on Wednesday, 1st proximo, Dr. Lello, the Colonial Secretary, Dr. Espectador d'Almeida, the Colonial Surgeon, Dr. Lopes de Rio, doctor of the *Rio Lima*, are going home on leave. The two first gentlemen are going for a few months and will be back by next April. Mrs. Lello is accompanying her husband home.

During the absence of Dr. Lello, the Attorney-General, Sr. Sousa, will act as Colonial Secretary. The acting Colonial Surgeon will be Dr. Araujo.

DEATH OF A MILITARY OFFICER.

News was received of the death on the 3rd June last in the military hospital of Dilly, Timor, of Captain José Abellard Borges. The deceased officer, who was young at the time of his death, was a native of Macao, but on commission in Timor. He served his country well.

HOUSE RENTS.

Macao, until a short time ago, was noted for the cheapness of its houses, but of late the rentals have gone up very much. The latest I have heard is that the Santa Casa de Misericórdia (Holy House of Mercy), who own a good many houses here, have decided to increase the rents of them. No doubt the other landlords will follow suit.

MEMORANDA FROM MACAO.

[CONTRIBUTED].

"Run down", said the doctor as he ordered me to Macao, there to enjoy a *doles far niente* existence for a week. My sympathetic employers concurring with his verdict, I booked my passage last week by the comfortable river steamer *Wingchai*, which is commanded by that good man Captain Austin, R.N.R. The trip was a pleasant one but uneventful (no pirates), and as soon as we were alongside the wharf at Macao, I made my way to one of the hotels. A few days I spent rambling about among the ruins (Macao is nearly all ruins), and then decided to visit one of the fantan shops,

having been told often that I could easily induce the proprietors to give me a lot of money as a souvenir. Accordingly, on the morning of the third day, after an early breakfast, I sought one of the gambling saloons. After wandering through tortuous streets and lanes more "up along and down along" than any in Cornwall, and steering safely between the Scylla of many beggars and the Charybdis of many fragments of putrid fish, I found a first-class gambling house and entered. My entrance was heralded with a salvo of crackers from the street which blazed and spluttered so long that the game had to be temporarily stopped. The Chinese, I was told, were bombarding the plague germ. I believe it was a drawn battle. On play being resumed, I observed for the first time the fascination of the game of fantan. The table on which we looked down was surrounded by a crowd of Chinese whose eyes were riveted on the cash as they were slowly counted in. No. 3 turned up, but from the stolid faces gazing at the table it would be impossible to tell which were winners and which losers. A few of the lucky ones gathered in their winnings and departed, while some of the losers nonchalantly passed over their watches or bangles [gambling dens are pawnshops], on which they raised a little money. This they would stake on the number they expected to turn up next, and if they lost, depart with apparent unconcern. There were a few Europeans in the shop who were not so stoical. As No. 3 turned up again I noticed a big man, who had a small voice, breathe what appeared to be a sigh of relief. He received his winnings, but on counting the money said it was not correct. The "boy" who paid it maintained that it was, and as all the European's efforts to get what he considered he had won proved futile, he grew very angry. "Take the adjectival lot", he said, as he threw the handful of silver in the boy's face and left the house. Evidently it was "easy come, easy go". Quietness then reigned for a time, but was again broken by the noisy appearance of a dark complexioned young man who apparently regarded Bacchus as his god of luck. He staggered towards the table brandishing a roll of notes in the air and "gues-ed" he was going to "break the bank". He was of a very sociable disposition, and spared no pains to show his friendship toward all around him. After calling for beer in Chinese, he mentioned casually to an admiring public that he had not spoken Cantonese for ten years. It was admitted that, in view of this long interregnum, he pronounced the word for beer with a charming accent. He staked, and lost. A second loss quite destroyed his equanimity, and I regret to say that he told the banker what he thought of him in language less polite than he had hitherto employed. Other players could not grasp his point of view, and the result was that he was physically persuaded to seek fresh air. Having seen enough to satisfy myself that gambling with the Chinese is a disease which cannot be eradicated, and having failed to draw the bonus that my friends had promised me, I left the saloon, intending to take a quiet stroll home.

Circumstances, however, turned my steps in another direction. An alarm of fire was sounded, and following the crowd, I emerged on the Praya Grande, where several matcheds, one of which was a Chinese temple, were burning fiercely. I was astonished to see such a large crowd at Macao, and still more astonished to see how placidly they watched the conflagration, not a man offering the least assistance. It seemed to me that I had been watching the fire for about twenty minutes when a shout, such as may have gone up when the walls of Jericho fell, coupled with a shifting of the serried ranks of the gaping crowd, heralded the arrival of the fire engine. I had hitherto believed that Hong-kong's imitation engine could not be beaten, but now I beheld one with which that antique curio is not to be compared. If Macao be the most ancient settlement in China, its fire engine must be entitled to equal veneration. It was, as the legend on its side proclaimed, "made in Germany". But the fire is at its height, so I must follow events. The hose is quickly run out, one length into a well close by, while the nozzle at the end of the other length is pointed at the flames. Then the fire-fighters get the

pump levers in motion and after great exertion a quite perceptible trickle of water is observed stealing out of the nozzle. Cheers herald this discovery, and prodigious exertions magnify the trickle into a spasmodic squirt. But the water comes too late, for the fire has burnt itself out. The Chinese managed to save a few of their cherished "josses", while the Portuguese police who endeavoured to stem the tide of fire were severely bruised or burned, because, a cruelly sarcastic bystander said, "They were too slow to get out of their own way." From what I saw, I think it fair to admit that their efforts to combat the fire were valiant, but (difficult though it may seem for firemen) they have yet to learn to "keep cool".

As such exciting scenes were not conducive to the health of an invalid, I decided for the remainder of my stay to dwell among the ruins and "hold communion with the living dead". With returning health and spirits revived, I have returned to Hongkong, and trust soon again to visit the "Gem of the Orient". But I do not think it is a good place to recuperate from financial debility.

THE AMOY AFFAIR.

DIPLOMACY AT WORK.

The two men attacked by Chinese outside Amoy last month are now far from the scene of the outrage, but negotiations on their behalf are still proceeding. Mr. Forbes Eadie, whose physical injuries were less than the mental shock he received and subsequently continued to suffer from, is well on his way home; while Dr. Horne, after a very painful period of confinement to bed, has passed through Manila on his way to join his wife in Australia.

Dr. Horne's worst injuries were to the head. It is now believed by a capable authority that the grisly story of the run home, with protruding viscera, was a mistake, due to the apparition of one of the stomachic walls which happens to have a sheeny covering. But in the case of the skull wounds, there was no exaggeration. One of Dr. Horne's assailants, in tugging at a knife which he had left sticking in the Dr.'s head, seems to have depressed the bone edges of the wound, with the result, it is believed, that there is a constant pressure on the brain. At any rate, there are paralytic twitches of the facial muscles on one side, the sight of one eye has gone (it is hoped temporarily only), and he has been subject to epileptic fits ever since. He has decided, after a calm deliberation of his own physical condition and the risks and chances of his epilepsy, to wait until he can reach London with his wife and there be operated upon by the most eminent surgeon available. Trephining has to be done.

Meanwhile, negotiations between the local officials continue. There have been so many erroneous reports that we are authorised to narrate the position of affairs in this connection. It appears that Dr. Horne enjoys a previous record which makes him *persona grata* to the Australian Government, who have made representations direct to the British Government, asking Imperial support for compensation on Dr. Horne's behalf. At present, we understand, the British Consul in Amoy has the matter in hand and there have been promises of a local settlement. The Tao-tai is said to have admitted the justice of the claim, but pleaded *non possumus* with regard to raising the money. The promises mentioned were the reason for the business not being at once transferred to Peking, where, in case the local negotiations fail, it will undoubtedly have to be prosecuted. The Chinese will have to compensate both of the victims, and to pay the costs of the relief expedition that was sent after them. There is a report, having local credence, but which we hope to be untrue, that the local missionaries have meddled to the extent of petitioning the consul to discourage any claims for compensation. This report strikes us as improbable, because it so happens that they have themselves (as we believe) a still pending claim for some thousands of dollars as compensation for mission property destroyed in the previous affair (when Dr. Montgomery had to take refuge in the yamen) at Chau-po, also in the Amoy district.

Our enquiries as to the present temper of the populace in the neighbourhood have produced nothing reassuring, although it would be easy to exaggerate their attitude. The exaction from the people of the money that their evil conduct has caused to become due, might not improbably re-inflame their anti-foreign passions.

CORRESPONDENCE.

THE "SAINAM" PIRACY.

TO THE EDITOR OF THE "DAILY PRESS."

Canton, July 27th.

SIR.—Enough has been said and written about the Sainam piracy, and more about Viceroy Shum, on whose head we heaped opprobrium for not putting down piracy with iron hand, on West River. The miscreants will no doubt be laid by the heels, and punished as they deserve, and we will be sleeping again the sleep of Rip Van Winkle until awakened by some equally heinous murder. We are all aware of the facts, of the pirates being more daring everyday, now no more respecting foreign flags; of the "braves" gambling and sleeping on board their guard boats, and Chinese authorities being effete and useless. Knowing all these facts, it will be interesting to learn what extra precautions are taken by river steamers plying in the very dens of these murderous pirates. Are the Chinese passengers or their baggage searched for fire-arms when they come on board steamers? Are they barred down by the iron gratings specially put up on the stairs to prevent their rushing on upper decks? If not why not? Of this remissness the pirates have taken good advantage. Foreign gunboats are patrolling the river. By this equivocal step of policing their waterways, we have, to some extent, taken the responsibility off the hands of the Chinese authorities, and it is not pleasant to contemplate that such open day robberies occur in spite of their presence somewhere in the vicinity. When such a thin end of the wedge is inserted, why not do it thoroughly by either increasing the number of the foreign gunboats to act independently of the Chinese authorities in punishing the marauders on the spot, if caught red-handed, by hanging them on yards of the gunboat, or better still by asking the I. M. Customs to act with them with their revenue cruisers, manned by Europeans as auxiliaries?—Yours etc.

SINE QUA NON.

PETTY OFFENDERS WHO SUFFER DEATH.

TO THE EDITOR OF THE "DAILY PRESS."

SIR.—In your issue of Saturday there was an account of another fatal accident to a Chinaman who had tried to escape over neighbouring roofs from a house raided by the police—after opium. It would be interesting if one of our unofficial members of the Legislative Council could obtain a return of the number of such fatalities in the last ten years, caused by opium or gambling raids—or perhaps one of your readers could supply it. To those of us who are accustomed to smoke our tobacco undisturbed in our own verandah, or to take part in a rubber at Bridge at the Club, there is something distressing in this hunting to death of these poor wretches, who, after all, are not committing any very heinous offences.—I am, Yours obediently,

E. R.

Hongkong, July 31st.

A meeting of the Justices of the Peace was held on the 3rd August at the Magistracy for the purpose of considering the application for the transfer of the publican's licence in respect of premises at 33 and 39, Praya East from F. C. Oram to Stephen Clarke. Mr. H. H. J. Gompertz presided, and the other Justices present were Messrs F. A. Hazland, J. A. Jupp, H. J. Craig, and C. A. D. Malbourn. Mr. P. W. Goldring appeared for the applicant and as there was no police objection the transfer was sanctioned.

COMPANIES.

HONGKONG HIGH-LEVEL TRAMWAYS COMPANY.

An extraordinary general meeting of the shareholders of the above company was held at the office—Mr. H. Humphreys presiding. There were also present—Hon. Mr. W. J. Gresson, Messrs. J. S. Harston, T. F. Hough, Lau Chupak, J. A. Jupp, H. P. White, T. S. Forrest, A. Morfey, D. E. Clark, E. Seth and J. M. Wong.

The notice convening the meeting having been read,

The CHAIRMAN said—This meeting has been called for the purpose of confirming certain resolutions which were passed at an extraordinary general meeting held on 14th July. I don't propose to read the agreement now to you unless shareholders wish it. Before putting the resolutions to you for your confirmation I shall be pleased to answer any questions.

There being no questions,

The CHAIRMAN moved the first resolution, that the special resolution passed in June of last year and all agreements entered thereunder be rescinded.

Mr. HOUGH seconded, and this was carried unanimously.

The CHAIRMAN proposed the second resolution, sanctioning an agreement with the Peak Tramways Company.

Mr. WHITE seconded, and this was carried unanimously.

The CHAIRMAN—That is all the business. Thank you for your attendance.

HONGKONG AND SHANGHAI BANKING CORPORATION.

The eighty-second report of the Court of Directors to the Ordinary Half-Yearly General Meeting of Shareholders to be held at the City Hall, Hongkong, on Saturday, the 18th August, is as follows:—

To the Proprietors of the Hongkong and Shanghai Banking Corporation.

GENTLEMEN,—The Directors have now to submit to you a General Statement of the affairs of the Bank, and Balance Sheet for the half-year ending 30th June, 1906.

The net profits for that period, including \$1,699,777.40, balance brought forward from last account, after paying all charges, deducting interest paid and due, and making provision for bad and doubtful accounts, amount to \$3,795,119.43.

The Directors recommend the transfer of \$750,000 from the Profit and Loss Account to credit of the Silver Reserve Fund, which Fund will then stand at \$10,250,000.

After making this Transfer and deducting Remuneration to Directors there remains for appropriation \$3,030,119.43, out of which the Directors recommend the payment of a Dividend of One Pound and Fifteen Shillings per Share, which at 4/6 will absorb \$622,222.22.

The difference in exchange between 4/6, the rate at which the Dividend is declared, and 2/1½, the rate of the day, amounts to \$695,424.84.

The Balance \$1,712,472.37 to be carried to New Profit and Loss Account.

DIRECTORS.

Mr. E. Shellim, Mr. F. Salinger and the Honourable Mr. C. W. Dickson having resigned their seats on leaving the Colony, Mr. D. M. Nissim, Mr. H. E. Tomkins and the Honourable Mr. W. J. Gresson have been invited to fill the vacancies; these appointments require confirmation at this meeting.

Mr. G. H. Medhurst has been elected Deputy Chairman for the remainder of the year in place of the Honourable Mr. C. W. Dickson.

AUDITORS.

The accounts have been audited by Mr. W. Hutton Potts and Mr. A. G. Wood.

ABSTRACT OF ASSETS AND LIABILITIES HONGKONG AND SHANGHAI BANKING CORPORATION, 30th June, 1906.

LIABILITIES.

Paid-up capital ... \$ 10,000,000.00
Sterling reserve fund ... 10,000,000.00
Silver reserve fund ... 9,500,000.00
Marine insurance account... 250,000.00
Notes in circulation:—

Authorised issue against securities deposited with the crown agents for the Colonies ... \$10,000,000.00

Additional issue authorised by Hongkong Ordinance No. 19 of 1900, against Coin lodged with the Hongkong Government ... 4,320,468.00

Current accounts
Silver ... \$68,609,599.69
Gold, £4,156,-
316 15s. 7d. = 39,480,183.59

Fixed deposits
Silver ... \$49,821,830.75
Gold, £5,295,851
10s. 0d. = 50,327,529.03

Bills Payable (including Drafts on London Bankers, Call Loans and Short Sight Drawings on London Office against Bills Receivable and Bullion Shipments) ... 10,221,875.17
Profit and Loss Account ... 3,795,119.43
Liability on Bills of Exchange re-discounted, £5,150,877 8s. 10d. of which £3,927,360 10d. 2d. have since run off.

\$266,326,603.66

ASSETS.

Cash ... \$41,102,406.58
Coin lodged with the Hongkong Government against Note Circulation in excess of \$10,000,000 ... 8,500,000.00
Bullion in hand and in transit ... 925,678.38
Indian government rupee paper Consols, colonial and other securities ... 7,333,145.71

Sterling Reserve fund investments, viz.:—
£598,000 2½ per cent. consols at 82 ... £490,360
(of which £250,000 with the Bank of England as special London reserve).
£255,000 2½ per cent. national war loan, at 90 ... 229,500
£325,000 other sterling securities, written down to 280,140

Total ... £1,000,000 10,000,000.00
Bills discounted, loans and credits ... 93,955,574.06
Bills receivable ... 1,088,835.51
Bank premises ... 1,379,392.36

Total ... \$266,326,603.66
GENERAL PROFIT AND LOSS ACCOUNT, HONGKONG AND SHANGHAI BANKING CORPORATION, 30th June, 19 6.

Dr.
To Amounts Written off:—
Remuneration to Directors, ... \$15,000.00
To Dividend Account:—
£1 15 per share on 80,000 shares=£140,000 at 4/6 ... 622,222.22
To Dividend Adjustment Account:—
Difference in Exchange between 4/6, the rate at which the Dividend is declared, and 2 1½ the rate of the day ... 695,424.84
To Transfer to Silver Reserve Fund, ... 750,000.00
To Balance forward to next half-year, ... 1,712,472.37
Total ... \$3,795,119.34

Cr.

By Balance of Undivided Profits, 31st December, 1905, ... \$1,699,777.40

By Amount of Net Profits for the six months ending 30th June, 1906, after making provision for bad and doubtful debts, deducting all Expenses and Interest paid and due, ... 2,095,342.03

Total ... \$3,795,119.43

STERLING RESERVE FUND.

To Balance ... \$10,000,000.00

Total ... \$10,000,000.00

By Balance 31st December, 1905 \$10,000,000.00 (invested in Sterling Securities)

Total ... \$10,000,000.00

SILVER RESERVE FUND.

To Balance ... \$10,250,000.00

Total ... \$10,250,000.00

By Balance 31st December, 1905 \$9,500,000.00

By Transfer from Profit and Loss Account ... 750,000.00

Total ... \$10,250,000.00

THE UNITED ASBESTOS ORIENTAL AGENCY, LTD.

The report for presentation to the shareholders at the tenth ordinary annual meeting to be held at the offices of Messrs Dodwell & Co., Queen's Buildings, on Thursday next states. The General Managers have now the pleasure to lay before the Shareholders the accompanying Statement of Accounts for the year ended 31st May, 1906.

ACCOUNTS.

The balance at the credit of Profit and Loss Account, after writing off \$652.16 for depreciation and including \$551.41 brought forward from last year, is \$13,672.11, which it is proposed to appropriate as follows:—

To place to Reserve Fund ... \$3,000.00
To pay a dividend of 15 per cent. on Ordinary Shares ... 5,940.00
To pay General Managers' Remuneration ... 2,000.00
To pay a further dividend of 2½ per cent. on Ordinary shares ... 990.00
To pay \$9.90 per share on 100 founders' Shares ... 990.00
To carry forward to New Account ... 752.11

\$13,672.11

AUDITOR.

The accounts now presented have been audited by Mr. W. H. Potts, who, being eligible, offers himself for re-election.

DODWELL & Co., Ltd., General Managers.

BALANCE SHEET, 31st MAY, 1906.

LIABILITIES. \$ cts.
To capital 99.0 ordinary \$ cts.
shares of \$10, of which
\$4 per share paid ... 39,600.00
100 founders' shares of \$10 fully paid ... 1,000.00
40,600.00
To sundry creditors ... 13,936.03
To unclaimed dividends ... 850.00
To reserve fund ... 22,000.00
To profit and loss account balance 13,672.11

\$91,058.14

ASSETS.

By launches "Gladiator" & "Victor" ... 3,983.35
By value of furniture and fittings as per last account ... 200.00
By since expended ... 852.16

1,052.16

By less written off ... 652.16

400.00

By value of material on hand in Hongkong and Singapore ... 34,092.05

By unexpired portion of insurance policies	319.79
By sundry debtors	24,469.23
By cash with Bankers	22,599.93
By cash in hands of general managers	193.79

\$91,058.14

PROFIT AND LOSS ACCOUNT, 31st MAY, 1906.	
To trade expenses, salaries, commissions, launch working, rent, advertising and travelling expenses	63,530.28
To auditor's fee	100.00
To depreciation for year ending 31st May	652.16
To balance carried to new account	13,672.1

\$77,954.55

By balance from last account	621.41
By profit on sales	77,115.85
By transfer fees	4.00
By interest	283.29

DODWELL & CO., LTD.,
General Managers.HONGKONG, CANTON AND MACAO
STEAMBOAT COMPANY, LIMITED.

The report of the board of directors to the ordinary half-yearly meeting of shareholders to be held at the office of the company, on Tuesday, the 14th August, 1906, at 12 o'clock noon, is as follows: The directors beg to submit to the shareholders the report and statement of accounts for the half-year ending 30th June last. After paying running expenses, salaries, premia of insurance, repairs and all other outgoings, there remains, including \$24,081.93 brought forward from last account, the sum of \$85,464.97 at credit of profit and loss account. From this amount the directors recommend that a dividend for the half-year of one dollar per share, or \$90,000, be paid to shareholders, leaving a balance of \$5,464.97 to be carried forward to new account.

During the half-year all the Company's steamers and those jointly owned, were docked for repairs and general overhaul at a cost of \$60,905.77. Extraordinary repairs were effected on the *Fatshan* of a new rudder, and the sheathing of the main deck with teak. The *Honam* had her main deck sheathed with pine and several shell plates were renewed. Part of the boiler of the *Lungshan* had to be renewed. The total cost of these extraordinary repairs amounts to \$27,000 and your directors have decided that \$15,000 of this sum shall be carried forward to the next half-year.

During the current half-year only the *Heungshan* will have to be docked for her annual survey in ordinary.

The whole fleet is now in first class condition, the electric plants put into order and electric fans fitted in the passenger staterooms of our Canton and Macao steamers. This great convenience is very much appreciated by the travelling public in the hot weather.

Severe competition on all the lines operated by the Company, adverse conditions of trade by exceptionally low rates and constantly increasing loss by exchange in subsidiary currency, all tend to cause your Directors serious consideration.

The working of the West River Service continues to be very unprofitable, especially the Hongkong-Kongmoon line, and as a consequence your Directors recently decided, together with the other Joint Companies, to withdraw the steamer *Tak Hing*, thus abandoning this line.

Judicious economies have been effected without impairing the efficiency of the service, and we hope by this means to counterbalance to some extent the increasing expenses that burden the Company.

The Hon. R. Shewan resigned his seat at the Board in consequence of his departure from the Colony and Mr. A. Babington was nominated by the Directors to fill the vacancy subject to confirmation by the Shareholders at this Meeting.

Mr. F. Salinger also resigned his seat at the Board in consequence of leaving the Colony.

In accordance with the Articles of Association Messrs. F. A. Gomes and W. A. C. Cruickshank retire from the Board by rotation, but being eligible, offer themselves for re-election.

The retiring Auditors, Messrs. A. O. D. Gourdin and W. H. Potts, also offer themselves for re-election.

ASSETS.

Value of steamers <i>Honam</i> , <i>Powan</i> , <i>Heungshan</i> , <i>Lungshan</i> & 4ths of <i>Fatshan</i> and <i>Kinshan</i> and 3rd of <i>Sainam</i> , <i>Nanning</i> , <i>Lintan</i> , <i>Sanui</i> and <i>Tak Hing</i>	942,800.00
Value of lighters <i>Santee</i> and <i>Wolee</i>	8,000.00
Value of wharves, hulks and moorings	73,600.00
Value of properties at Canton, Wuchow and Kongkum	134,386.77
Value of spare gear and stores	14,886.00
Value of furniture	750.00
Value of share in public bonds	596,910.00
Value of Chinese bonds	1,054.48
Loans on mortgage	516,000.00
Interest accrued	2,259.77
Premia on marine policies unexpired	10,303.42
Sundry debtors	30,229.33
Repairs to steamers special account	15,000.00

Total \$2,346,169.77

LIABILITIES.

Amount of capital, 80,000 shares of \$15 each fully paid up	1,200,000.00
Amount at credit of depreciation and insurance fund	600,000.00
Amount at credit of equalization of dividend fund	250,000.00
Amount at credit of investment fluctuation account	144,386.63
Unclaimed dividends	5,676.00
Sundry creditors	25,235.91
Hongkong and Shanghai Banking Corporation, current account	35,406.26
Amount at credit of profit and loss account	85,464.97

Total \$2,346,169.77

PROFIT AND LOSS ACCOUNT.

Dr.	
To amount paid for repairs to steamers	45,905.77
To directors and auditors' fees	4,750.00
Balance to be appropriated, viz.:	
Dividend of \$1 per share on 80,000 shares	\$80,000.00
To be carried forward to new account	5,464.97

Total \$136,120.74

Cr.

By amount brought forward from last account	24,780.93
By earnings of steamers	70,819.48
By interest on investments	41,161.33
By transfer fees	59.00

Total \$136,120.74

DEPRECIATION AND INSURANCE FUND.

Dr.	
To balance	6,000.00

Cr.

By balance	600,000.00
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EQUALIZATION OF DIVIDEND FUND.

Dr.	
To balance	250,000.00

Cr.

By balance	250,000.00
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A SHANGHAI SENSATION.

POLICE RAID ON TEA-HOUSES.

The Shanghai Municipal Council lately sanctioned a proclamation by the Magistrate of the Mixed Court forbidding the employment in tea-houses of girls under sixteen years of age.

On July 30th the police raided some of the tea-houses in Foochow Road, and caused considerable excitement. The principal tea-houses closed by way of protest.

Several children rescued [from this undesirable employment] were dealt with at the Mixed Court.

CHINESE PIRATES.

"SAINAM" ASSAILANTS LEAVE THE COUNTRY.

(FROM OUR CANTON CORRESPONDENT.)

The notorious pirate who has for long terrorised the Suu-ning people, who was captured at Hunghom, Hongkong, and extradited a few days ago, lost his head on July 31st at the Canton execution ground.

The American Consul has informed the authorities that on July 30th a bullet passed through Teacher Wen's room at the Ling-nam Mission School. Other shots were heard, but no one seen. Twenty braves now guard the school.

A large oil-mill in Chek-nai was recently pirated. The desperadoes, finding no money, took the master of the shop away, together with his account books, and held him a prisoner on one of the forest-clad hills in the neighbourhood. They demanded a ransom of \$3,000. The matter was being negotiated, when tigers settled the affair. It appears that tigers are numerous in that district and two of them having come near the pirates' den the four men who were guarding the prisoners took to their heels. The oil-mill proprietor took the opportunity of running on his own account, and managed to reach a neighbouring village, whence he easily regained his home. He forgot to bring away his books.

I gather from reliable sources that most of the pirates of the *Sainam* affair have escaped abroad to Singapore or other place, and that out of the forty odd men arrested, only three or four actually took part in the crime. All the other prisoners are bandits who, although not concerned in this case, have more than one crime to atone for. The prisoners are now being tried one by one.

CHINA'S IMPORTS ANALYSED.

Dealing with the Customs report otherwise reviewed in to-day's leader, the *N. C. Daily News* has the following:—

The review of the importations of opium provides an interesting study. During 1905 the value of Benares opium imported from foreign countries was Tls. 6,683,332 and of this amount opium to the value of Tls. 69,240 was re-exported. Hongkong contributed 10,427 piculs (valued Tls. 6,029,252) and the remainder was divided between Singapore, the Straits and British India. The net import of Benares opium from foreign countries direct showed an increase on 1904 of 1,695 piculs, and nearly 1,000 piculs more than in either of the three previous years. The largest quantities of this opium were consumed in the Shanghai district (5,129 piculs), Amoy (2,551 piculs), and Canton (1,599 piculs). The net import of Malwa opium was 15,965 piculs, value Tls. 12,899,986, from Hongkong, the Straits and British India, this amount being less than in any of the three previous years and 6,125 piculs less than in 1904. The opium was shared much more evenly by the various customs districts. Of Patna opium 22,928 piculs, value Tls. 13,743,796, were imported—an increase over 1904, when a falling off was shown, of nearly 3,000 piculs. The net consumption of this class of opium in the Shanghai district was 7,606 piculs and Canton 7,842, Lappa being next in the list with 1,782 piculs. Of the other varieties of the drug 1,690 piculs, value Tls. 889,147, were imported—a considerable decrease—a small quantity coming from Japan. The bulk of this opium went to Foochow and Amoy.

All descriptions of piece-goods were in a much increased demand, Shanghai, Tientsin, Hankow and Swatow receiving the bulk of these goods, while of some descriptions Newchwang imported large quantities. Silk piece-goods and mixtures showed a falling off in quantity from 223,810 cattiees (value Tls. 1,238,106) to 243,447 pieces (value Tls. 1,167,261). The quantity of metal and metal goods imported was, in most cases, largely in excess of previous years; while the value of books imported steadily increases. The value of carriages, bicycles, etc. received from England was Tls. 111,002 out of a total of Tls. 221,531, and two

thirds of the total sale of these was in Shanghai. The importation of cigarettes was nearly doubled, with a noticeable falling off in the sale of the Japanese makes and more than a doubling of the trade with America and Great Britain. The large quantity of cigars came chiefly from Hongkong (doubtless from Manila), but there was a distinct falling off in the value taken.

Great Britain supplies China with a small quantity of clocks and watches, the business in which was principally done with Japan (Tls. 270,527), France (Tls. 192,272), Germany (Tls. 99,336), and Europe, generally. Out of a net consumption value of Tls. 932,428 of these goods, Tientsin was responsible for Tls. 318,787, and Shanghai Tls. 203,135. It was to Japan also that China went for her coal in 1905, 1,016,022 tons being received from that country out of a total import of 1,209,868 tons. Great Britain supplied 59,501 tons direct, and Hongkong transhipped 176,595 tons. Over 2,000,000 tons of coal were consumed at Shanghai.

Practically all the cutlery and electro-plated ware were imported from Europe. Great Britain supplied nearly half of the electrical materials and fittings. The largest quantity of flour came through Hongkong, although the United States sent 114,672 piculs direct, and Japan 73,012 piculs. Great Britain was again prominent in the hardware department, supplying Tls. 347,973 worth out of a total of Tls. 892,144. As we all are aware, Japan almost entirely supplied China with matches. Last year 21,421,753 gross were imported from Japan out of a total of 25,976,563 gross. The value of kerosene oil business done with the United States was Tls. 10,210,413, or little more than half of the import trade of this product to China. In the paper trade Japan did a slightly larger business than Great Britain—Tls. 256,501, against Tls. 203,898, but the increase of this business as regards Great Britain was phenomenal, the value sent to China in 1904 being only Tls. 80,507.

The table showing the value of railway plant and materials imported is particularly interesting. The total value imported was Tls. 7,346,636 against Tls. 6,046,459 the previous year, and of this Tls. 2,637,451 worth came from Belgium, Tls. 1,729,418 from Great Britain and Tls. 1,380,188 from Japan; the United States and France also had a share in this business. The largest net consumption was in Tientsin district (Tls. 3,618,712) and in Hankow (Tls. 2,125,792), the figures for Shanghai being Tls. 955,713 against Tls. 33,436 the previous year.

ARMS AND THE POLICE.

METHOD IN THEIR UNREASON.

We are glad to be able to announce, albeit somewhat late, that the "curio" swords, confiscated from a Japanese dealer who was fined for possessing them without the permission of the Captain Superintendent of Police, were returned to the owner when he applied for them. Such a benevolent form of confiscation appears to be a matter of "red tape" only; but the main thing is that the owner got them back. His chance of recovering the fine, we fear, is not so good. This announcement will not altogether reassure those householders who have trophies of arms on their walls, so we may proceed now to inform them that we have made enquiries in proper official quarters, and learn that while they are in fact committing a breach of the law, if they have not obtained police permission, they need be under no great fear of molestation. If a posse of police should invade the drawing room or library, or wherever the krissees and rapiers more or less ornamentally hang, in search of opium, or gamblers, and such were found, then the possession of the trophies might aggravate their other offence or offences. Our readers may remember that in the face of a hard and fast Ordinance, designed to meet a specific danger, we held there was still room for magisterial and police discretion. We take it that such discretion is actually displayed from day to day. Remembering the case of the Japanese curio seller, however, we think it still desirable to plead for just a little more. The point seems to be that as a Japanese dealer in such things might

conceivably find purchasers for his costly and artistic weapons among Chinese of the baser sort, it is desirable from the police point of view that permission be first obtained, presumably to enable the police to issue warnings and make enquiries from time to time. At the time we referred to the matter, we mentioned the "chopper" as being a favourite weapon of the Chinese Hooligan, and asked if it were covered by the Ordinance. The answer is neither "yes" nor "no". It all depends. The cook in the kitchen may wield a chopper all day long, and ignore the Captain Superintendent of Police and the Ordinance. But should he walk abroad to take the air in the evening, he is earnestly enjoined to leave the chopper hanging on its hook in the kitchen. Before tiffin it is an implement of trade; after dinner it is a lethal weapon, which may not be carried without a police licence. What would happen to the cook taking his chopper to be ground in the afternoon our representative quite forgot to enquire; but we assume that, unless accompanied with a document recording police permission, he were wise to hide it under his blouse when passing a constable. But that again might lead to his master losing temporarily the services of an excellent cook; so we again appeal, with more confidence, in view of the legal uncertainties, for a constant exercise of that discretion which we feel certain our police and magistrates are so well able to display. It is uncomfortable to feel that, in the enforcing of a well meaning piece of legislation, harmless and otherwise law-abiding folk are exposed to risk of misunderstanding and penalties.

THE PASSING OF THE MANCHU.

Mr. G. H. M. Playfair, of Foochow, has sent the following interesting letter to the *North-China Daily News*:-

Sir,—When one nation conquers another and appropriates its territory, there is usually one of three results. Either

(I.) The conquerors remain paramount and the conquered die away, as has been the case with the Maoris and Redskins; or

(II.) The conquerors are absorbed into the mass of the conquered and lose their individuality, as happened to the invading Normans in England; or

(III.) The two races persist side by side, as distinct as oil and water; of which the English and the natives of Hindustan are an example.

There is a fourth case possible, viz., that the conquerors should assimilate the conquered, but of this history does not seem to supply an instance.

The conquest of China by the Manchus appears to come under Class II. For many years the Manchu has been, for all practical purposes, indistinguishable from the Chinese, but the dominant race has striven to maintain a distinction by artificial means. This was the creation of a privileged class, who alone were eligible for certain official posts. The majority of appointments throughout the Empire were open to Chinese and Bannermen alike, but a number could be filled by Bannermen only. Such were the Tartar Generals in most of the provinces; the Military Governors and Lieutenant-Governors in Turkestan and Manchuria; the Lieutenant-Generals and Deputy Lieutenant-Generals of the Banner organisation; the officials of the Mongolian Superintendency and so on. On the other hand, Provincial Commanders-in-chief are invariably Chinese. Besides the reservation of the above appointments for the privileged class, there was also a tendency to give a preference to Bannermen in nominating to the higher provincial posts throughout the Empire.

I append a table showing the number of the higher posts in the provinces of China with the number of Banner-man incumbents at various epochs:—

Year.	Number of Posts.	Number of Bannermen.
1878	537	118
1885	546	127
1895	560	118
1904	551	122

The ratio at these different dates remains fairly constant; on an average of every nine officials two belong to the dominant race.

The Manchu rulers have also tried to ensure the purity of their race by forbidding intermarriage. For over two centuries and a half they have kept up the struggle, but there have been recently signs of surrender to the inevitable. One is the Decree of the Empress Dowager, declaring that intermarriages would be permitted in future; of this the engagement of the son of the Manchu, T'ieh-L'ang, to the daughter of the Viceroy of Chihli, who is a Honanese, was the outcome. So the order of the day is now amalgamation. No doubt there will be some day Chinese families who will boast of their descent from those who came in the train of the conqueror of Wu San-kuei. Another is the appointment of Chinese to posts hitherto rigidly restricted to Bannermen. Tang Shao-yi, when sent to Tibet and India to negotiate with Great Britain, was given the rank of Fu Tutung (Deputy Lieut.-General), though he is a Cantonese; while Liu Yung-ch'ing, a native of Honan, was last year made a Deputy Lieutenant-General of the Banner organisation, which was indeed a signal incursion into the most sacred preserves of Bannermen.

These are very slight signs, but like the scanty trickle of water which shows there is a rift in the embankment of a reservoir they may indicate a coming cataclysm.

YANGTZE SHIPPING COMPETITION.

The *Kobe Herald* translates from the *Osaka Asahi* the following statement as to the present position of the rivalry between British, German and Japanese shipping firms for the shipping trade of the Yangtze:—The British and German steamers on the Yangtze service are rapidly increasing in number. There are now five vessels of Messrs. Butterfield and Swire, five belonging to Messrs. Jardine, Matheson, three other British vessels, and three N.D.L. steamers, all running between Shanghai and Hankow. Most of them are of 2,500 or 3,000 tons, only two or three being of 1,000 tons or below. Four O.S.K. and two N.Y.K. steamers are engaged in severe competition with these vessels, while the N.Y.K. has also three vessels plying between Yokohama and Hankow, and the O.S.K. three between Osaka and Hankow. In addition to the above-mentioned lines, the China Merchants' Company has five very good steamers on the Yangtze service. In all, twenty-seven British, German, Japanese and Chinese steamers are now taking part in the fight which is in progress between Shanghai and Hankow. If the vessels on service between Yokohama and Osaka and Hankow are added, the number is raised to thirty-three. Moreover, on the service between Ichang and Hankow there are two O.S.K. steamers, two belonging to Messrs. Jardine, Matheson, two belonging to Messrs. Butterfield and Swire, and one run by the China Merchants' Co. Between Hankow and Chungsha, the Hunan Company has two vessels, and the China Merchants Co. and Messrs. Butterfield and Swire have one each. Between Chinkiang and Nanchang there is one steamer, belonging to Messrs. Butterfield and Swire. Thus it will be seen that, altogether, eighteen British, sixteen Japanese, eight Chinese, and three German steamers are in competition on the Yangtze services. But there are also a number of independent vessels which join in the competition from time to time. In consequence of this intense rivalry, excessive rate cutting in the conveyance of passengers and cargo is being indulged in, to the great discomfort of all the companies concerned. At present the passenger fare between Shanghai and Hankow is only Y1.10, the lowest rate in the world for the distance. Such being the case, the amalgamation of the Yangtze services of the N.Y.K., O.S.K., and the Hunan Company has been proposed for the purpose of meeting the foreign competition. Owing to the conflicting interests of these companies, however, it is uncertain whether or not the proposal can be carried. But it is certain that some arrangement will have to be come to if the competition of the foreign firms is to be successfully encountered.

The *Osaka Asahi* also reproduces some statements made by a Japanese who has just returned from South China concerning the competition between the N.Y.K. and the N.D.L. on the Swatow-Bangkok line.

According to this person's assertions, the Japanese Company's vessels are obtaining twice as much freight and passengers as are secured by the German steamers, although the N. D. L. passenger rate has been reduced to Y1.30 compared with Y4 charged by the N. Y. K. The *Asahi's* informant attributes the success of the Japanese service to the unpopularity of the German line with the Chinese.

VALEDICTORY TO AMERICAN CONSUL AT SHANGHAI.

A well attended reception was held at Shanghai on July 24th for the purpose of wishing God-speed to Mr. James L. Rodgers, the popular American Consul-General, who is going to Washington on affairs of State. The American Association was well represented and in addition there were many prominent American business men, missionaries and others present, who assembled to offer their good wishes to Mr. Rodgers and a speedy return to the post he has so ably filled during the past fourteen months. The proceedings, which were of a most informal nature were opened by Dr. Gilbert Reid, President of the American Association who said in part:—We come together at this time to wish you God-speed, not to say farewell, for you are still our Consul-General, merely acting as such in Washington rather than in Shanghai, and in doing so you will be the better able to strengthen the position of your Consulate and to further all the interests of Americans at this port, such as would not be possible by remaining here.

The other day we met here to congratulate our new Judge on the establishment of an American District Court for China, but I understand from information which you are able to supply, that the larger proportion of civil and criminal cases are still loaded off on you as Consul General, a fact entirely at variance with the spirit of the law which has been enacted, and which we trust you will succeed in making clear to the "powers that be" at Washington. We are strong in the belief that you as Consul-General should be relieved of all judicial duties entirely. Our Committee is to prepare a letter to this effect, but your personal appeal with knowledge of the facts is very much needed, if the wrong is to be righted, and our law is something more than a half-measure. One other thing I would urge, and I believe my fellow-compatriots agree with me, and that is that all your influence be exerted for the final passage of some bill concerning Chinese wishing to go to our country as will be just to the Chinese and be no harm to our own people, but a real blessing.

Mr. Rodgers replied (in part) as follows:—I saw not long ago in one of the New York papers, a discussion on affairs in the Far East, in the course of which it was mentioned, as a peculiar phase of Chinese life, and especially of life in Shanghai, that any official who remained here for the space of one year and preserved his reputation was doing pretty well. Now, gentlemen, I have been here fourteen months, that is, two months beyond the limit, and yet I see this demonstration here to-day to express appreciation of my work, and so it is no wonder I should feel gratified (applause). I wish to say here that in going to America my heart is set on the objects for which I am about to make the journey—to obtain for Americans in Shanghai, and for the benefit of our country, adequate and proper facilities for the transaction of business under adequate methods. I want to see a building here in which will be housed the various departments of the United States Government service established here. It is absolutely essential that we should have such a building not because the absence of it is inconvenient to me personally, and I take it that you, gentlemen, who have business here at this Consulate, do it as well in the existing establishment as in a more pretentious edifice; but it is a proper, adequate home for the Consular establishment that I want to see here, and I want to see our country assume its proper place in the galaxy of nations in this city, as in every other city (applause). I need not say to you that Shanghai must and will be a great city. Its geographical position is such

that it cannot be robbed of that position in the future. It has the great Yangtze Valley behind it; it is the natural port of call between the New World and Asia; and commercially and otherwise, now, under these conditions, it seems to me that in Shanghai we should have everything that would do good to our nation and at the same time do good to others, because the influence of any one nation should not be confined to the benefit it produces to one's own country, but should also take account of the benefit it can produce to other countries. We all have a common burden here, and each and everyone of us, either as individuals, or as representatives of governments or corporations, should assume his share of that burden for the benefit of all. Now, there are several things that I propose taking up in Washington. I want to secure the institution of adequate Consular quarters here, and by that, I mean quarters for every branch of the Government service operating here. I want to see the heads of the Post Office department to ensure that American mails shall be delivered in the future with more regularity and certainty than in the past, so as to get them here in as short a time as possible. There are various other things I want to do, one of which I am peculiarly interested in and was mentioned by Dr. Reid, and that is the matter of Chinese going to America. I have a letter from Mr. Foord on the subject; I shall have a conference with him as soon as I reach home, and, no doubt, I shall be able to bring back some good news in that connection, to the effect perhaps, that Congress is about to take action.

HOME VIA SIBERIA.

Some time ago we published references to the Trans-Siberian route to Europe, supposed to be re-opened. It now appears that Far Eastern residents desirous of reaching Home quickly would do better to avoid this route for some time yet. A gentleman whose evidence we regard as entirely trustworthy writes to the *Japan Chronicle*, showing that to go Home via Siberia just at present involves serious delays, extra expense, and considerable discomfort, owing to the heavy pressure on the available rolling stock. Agents appear to have been somewhat reckless in booking seats they could not supply. There are also hearsay complaints of "scant courtesy" and loss of luggage. No doubt things will be managed better after the line has been open longer; at present, passengers are advised to turn their attention elsewhere.

ENGLISH ELECTION CARTOONS IN PEKING.

Discussing the remarks made in Parliament with reference to the *Times* disclosures of English election cartoons (Chinese Labour question) being reprinted in Peking, the *Peking Times* says:—The whole onus of responsibility is here thrown on the British Charge d'Affaires, and the Government dodges behind the old familiar screen of "no official information". We can rather fancy, however, the kind of snubbing Mr. Carnegie might have received had he ventured to put forward the Chinese print as a serious basis for international negotiation or a diplomatic note, misleading and mischievous as it undoubtedly was, and was intended to be. Being moreover, a reproduction more or less of lying cartoons and caricatures actually circulated in England, official remonstrance would be handicapped, and "official information" reduced to a farce. Dr. Morrison's message, albeit falling on the hard and stony ground of a wilful ignorance, may serve to indicate to a few thinking men at home how thoughtless and conscienceless acts in the fancied seclusion of the homeland may rebound on our heads in some far away corner of the empire, and the increasing need that there is for a wider and more imperial line of thought and public sentiment. That it is possible to carry imperial considerations to an extreme which paralyzes action and creates a fatal hesitancy we have had many opportunities of witnessing, but it is questionable whether in the present day that danger is as serious as the self-engrossed insularity which never gets a glimpse of the empire as a whole all.

MISCELLANEOUS.

A French infantry soldier at Saigon was found on the morning of the 17th inst. in a dying state, suffering from two bayonet wounds. He refused to denounce his assailants.

It has been said that the art of conversation is almost extinct, and a Hongkong correspondent of a Tonkin paper makes no exception for our greatest and best. When a Chinese Prince recently dined here, he says: "Ainsi la conversation de ses voisins table était plutôt maigre."

The writer of the "Lettre de Hongkong" in *L'Avenir du Tonkin* has some gossip about the official tiffin at Government House to which Prince Tsai Tse was entertained on his recent visit here. He says that there was a speech in English by the Governor which was not translated into Chinese, while a discourse, written in advance and read by the Prince in Chinese, was not translated either. The writer is either well informed or very imaginative, for he declares that the Governor spoke of the Canton-Hankow railway and asked the Prince to "think of the English when the time would have arrived". If the address were not translated, the Prince is in a position to truthfully say "no savvy".

The Kobe Pier Company has on foot a project to double its capital, which stands at Y500,000, and extend the present pier from 60ft. by 42ft. to 1,200ft. by 60ft. As the position of the pier, however, is within the area to be reclaimed in the Mayor's plan of the harbour works, it is considered doubtful whether the reconstruction of the pier will be approved by the authorities. The net profit of the company for last half-year is Y73,482, including a surplus of Y5,702 brought forward. Of this sum, Y1,000 has been set aside for the redemption of capital, Y3,000 placed to the reserve, Y5,000 to the special reserve, Y8,000 to the reserve for repairs, Y5,000 to depreciation account, Y6,770 for bonuses to officials, leaving a balance of Y42,712, of which Y36,582 has been allotted for a dividend at the rate of 18 per cent. per annum, and the balance, Y6,149, carried forward.

The *N.-C. Daily News* correspondent at Yehou, Szechwan, reports that there is a growing demand there for foreign goods. He says:—"I notice that quite a number of people are wearing leather shoes, made by local cobblers. The leather is of a decidedly poor quality and soon wears out. If a good cheap shoe be put on the market in this place I think it will find a ready sale. Some of our citizens have bought shoes made at the Chengtu Industrial School, but they do not like the make. What they want is a shoe that will polish and look like the foreigner's. In fact they want everything to look like the foreigner's. Their straw hats are nearing the shape of such hats as you will find in Shanghai; their coats are straight-sleeved and button down the front; they try to write with a lead pencil instead of a Chinese pen; they want foreign pictures for their shops. All this is a feeling after something different from their old way of living. It seems quite evident that the next generation will require more luxuries than their fathers are accustomed to."

An attractive little volume just come to hand is the *Guide to Tsingtau*. It gives a very comprehensive description of the German protectorate in China, and being well written and neatly got up (having 82 beautiful illustrations, eight maps, and a plan of the town) induces a keen interest in the places described and a desire to see more of them. Should this be the result, the Hamburg-Amerika Linie, from whose office this little book has been sent, will be pleased to give the necessary information. It is explained that the name Kiauchou, usually associated with the seat of the German administration in China, is the name of the bay as well as of a town in Chinese territory, and it is the bay which gives its name to the German Kiauchou district. The capital, the only town, and the only European habitation in the protectorate is Tsingtau, "the green isle". The guide-book claims Tsingtau to be the healthiest and cleanest place in the whole of China, and the writer describes the native inhabitants of the province as "harmless, good natured, kind and attentive to travellers, whom they do not as yet overcharge, which makes travelling there cheap and safe".

COMMERCIAL.

YOKOHAMA MARKET REPORT.

The Yokohama Prices Current and Market Report, published by the Yokohama Foreign Board of Trade, and dated Yokohama, July 16th, 1906, has the following:—

IMPORTS.

Yarns.—Market dull—no transactions or alteration in quotations. **Shirtings.**—The market remains in a normal condition, without change in prices. **Fancy Cottons and Woollens.**—There is absolutely no enquiry for Fancy Cottons, but some small orders for the spring Woollen and Worsted trade are being sent forward. **Metals.**—Suddenly exhausted after a brief show of activity during the first part of the period under review. Buyers are looking for a break in the home market and a reduction in freights, hence are not purchasing. **Kerosene.**—Market weak. **Sugar.**—At the Tokyo Refinery's auction on the 6th July, some 4,900 bags changed hands at an advance in prices of 3 to 15 sen per bag, but the market generally has remained quiet with little or no transactions reported in any other direction. **Indigo (Natural).**—A small quantity of Madras Indigo newly arrived has changed hands, but no sales of importance have been made.

EXPORTS.

Tea.—Arrivals of second crop since the 30th ultimo have been smaller than usual, and settlements have been about 2,300 piculs less than during the corresponding period last year. Cup quality has been scarcely equal to the average of previous years, and native dealers report that the quantity will be less than last season. Prices have been well maintained and quotations remain practically unaltered. Total settlements from May 1st to July 16th amount to 75,877 piculs, against 86,848 piculs at the corresponding date last year.

TEA.

Messrs. Welch, Lewis & Co.'s Report of 23rd July, 1906, states:—**Black Tea.**—On this market musters of only 6,418 half chests have been shewn; settlements reported amount to 700 half chests. With a fair demand existing at Hankow, it seems as if we shall not have much shewn here this year. **Green Teas.**—**Ping-sueys.**—The business in these has been almost entirely confined to "single lines," only three or four chops have been sold at prices that shew no change from our last quotations. **Teamen** are still rather firm holders. **Advices** received on early Teas shew them to have proved about 15 per cent. too dear. **Country Teas.**—The market for Moyunes was opened early in the interval, prices paid being 10 per cent. to 15 per cent. under the tael prices paid for first purchases last year. A fair business has been done in "Good" quality Moyunes at Tls. 26.28, "Medium" Moyunes at Tls. 22.24½, and Medium Tienkais at Tls. 22.24 per picul. 'Up to the present prices have on the whole shewn little change, but the market is distinctly weak. **Fychows** have been in demand at steady rates. Judging from the buyers purchases appear to be entirely for shipment to London and European Ports. **Local Packs and Wenchows.**—These teas continue to be in demand and prices remain unchanged. **Hysons.**—"Good" quality has been wanted for shipment to Batoum at our previous quotations, other qualities have met with a fair enquiry at a decline of Tls. 2 to 3 per picul from the opening. **Sou Mees.**—The market is steady for "Fine" Teas with a good demand, but other qualities are weak with little doing. **Small leaf Soumees** are wanted by both London and Batoum buyers, prices ruling are about ten per cent. over last year's tael prices.

Hankow, 25th July, 1906.—Business reported since the 18th inst., is as under:—

	1906.	1905.
½-Chests.	½-Chests.	
Settlements ...	19,594	21,801

The following are statistics at date compared with the corresponding circular of last season, viz., 26th July, 1905.

	1906.	1905.
½-Chests.	½-Chests.	
Settlements ...	340,081	406,628
Stock ...	59,549	43,845

Arrivals...	399,830	450,473
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	1906.	1905.
½-Chests.	½-Chests.	
Settlements ...	157,058	174,536
Stock ...	11,815	10,350

Arrivals...	168,673	184,886
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SILK.

The Yokohama Foreign Board of Trade Silk Report has the following:—Since the 1st of July our market has been gradually weakening. Business generally has been done on a small scale only, and American buyers more especially have held aloof. By far the larger part of arrivals have so far been confined to Filatures, although a few parcels of Re-reels have come to hand; but these were at once disposed of. Further supplies of these latter silks are, however, now expected at any moment. At the close our market is quiet but steady.

WASTE SILK.

Arrivals of new Waste do not, so far, exceed 300 piculs, composed of a number of small lots, which cannot be considered as representative in quality. Stock on the 10th July is estimated at 3,100 piculs, viz.:—Noshi, 1,200 piculs; Kibizzo, 1,500 piculs; Pierced Cocoons, —piculs; Sundries, 400 piculs.

OPIUM.

HONGKONG, August 3rd.

Quotations are:—	Allowance net to	to	per
Malwa New	\$950	to	per picul.
Malwa Old	\$1000	to	do.
Malwa Older	\$1050	to	do.
Malwa Very Old	\$1120	to	do.
Persian Fine Quality	\$700	to	do.
Persian Extra Fine	\$760	to	do.
Patna New	\$900	to	per chest.
Patna Old	\$—	to	do.
Benares New	\$880	to	do.
Benares Old	\$—	to	do.

PIECE GOODS.

Messrs. Noel, Murray & Co.'s Report on the Shanghai Piece Goods Trade, dated Shanghai 26th July, 1906, states:—The market during the interval has relapsed into quietness again, and with American makes even re-sales by second hand holders are practically suspended. Whether or no the former buying was induced by the low prices which holders have since endeavoured to rectify remains to be seen; but certain it is all outside demand has suddenly ceased. In English goods there is still a little movement, though direct sales from first hands still remain few and far between. A few small sales of goods which were bought some time back for next season have been placed, but no fresh indent business with Manchester, so far as we can learn, has been entered into. Clearances have fallen off somewhat. No news of an encouraging nature has come in from the out-ports. The complications as regards the Manchuria trade are far from being straightened out, but with the assistance of the home Governments, whose attention appears now to have been thoroughly aroused, some efforts may be made to obtain more equitable treatment for European and American merchants. The fears of floods in many parts of the country are still giving rise to considerable anxiety, which must cause the country dealers to avoid running into stocks. Already many of the inland water-ways are abnormally high for the season of the year, which is unusually early. The increasing competition in the carrying trade, both on the River and Coast, may possibly lead to a freight war, a thing that is always bad for trade. The market in Manchester is inclined to be easier, and manufacturers are commencing to make ventures for the Spring trade, but operators here are not yet prepared to entertain such business with the uncertainty as regards the Cotton Crop. The Liverpool market is easier for Mid-American, 6.03d., but steady for Egyptian at 10½d. The market in New York is reported "active and advancing." Importers here are at a loss to understand it in face of the enormous stocks. The quietness of the market is reflected at the Auctions, prices for both Cottons and Woollens having a slightly lower tendency. The yarn trade is likewise quieter, but Cotton is firm and advancing.

HALF YEARLY RETURNS OF STOCKS.

These valuable and interesting figures were published by the Chamber of Commerce on the 23rd instant, and in the two leading lines of Cottons—Grey Shirtings and Sheetings, greatly exceed the already heavy estimates based on the 30th December returns. However, we are so used now to having large items of additional import cargoes published months after the original declaration, no doubt a great deal of this discrepancy will be accounted for in due course, although it does amount to upwards of half a million pieces in each case. Unless the local consumption of T-Cloths has increased very considerably the figures for these are rather amiss, especially as the imports have greatly exceeded the re-exports. The figures for White Shirtings, Drills and Jeans are remarkably close. The articles under some

headings have been elaborated in these returns. Prints for instance; but the total comes very close to the estimate. The extra information given should be very useful, as also in the case of Dyed Cotton Lastings and Italians, which we intend to keep in future under the four separated headings we mentioned in ours of the 28th June, although the Statistical Secretary of I. M. Customs doubts very much whether it will be possible, as some importers are not particular what they designate a thing if the tariff is the same. However, it is well worth trying, and when importers find the utility of it they will possibly be more careful. This promises to be such an important, if not the leading, part of the Manchester trade and it deserves to have more care and attention. We understand several of the Local Mills have failed to make any returns of their stocks, and as it is very improbable they had not some, the figures must be taken *cum grano salla*. Woollens are fairly near the estimates, and Cotton Flannels come out very close. Altogether we consider the returns the most satisfactory that have been made for years.

EXCHANGE.

ATURDAY, Aug. 4th.

ON LONDON.—	
Telegraphic Transfer	2/ 4
Bank Bills, on demand	2/ 1 1/2
Bank Bills, at 30 days' sight	2/ 1 1/4
ON LONDON.—	
Bank Bills at 4 months' sight	2/ 1 1/2
Credits, at 4 months' sight	2/ 1 1/4
Documentary Bills, 4 months' sight	2/ 1 1/2
ON PARIS.—Bank Bills, on demand	265
Credits 4 months' sight	269
ON GERMANY.—On demand	218
ON NEW YORK.—Bank Bills, on demand	51 1/2
Credits, 60 days' sight	52
ON BOMBAY.—Telegraphic Transfer	157 1/2
Bank, on demand	157 1/2
ON CALCUTTA.—Telegraphic Transfer	157 1/2
Bank, on demand	157 1/2
ON SHANGHAI.—Bank, at sight	72 1/2
Private, 30 days' sight	73 1/2
ON YOKOHAMA.—On demand	103
ON MANILA.—On demand	102 1/2
ON SINGAPORE.—On demand	10 1/2 p.c.p.m.
ON BATAVIA.—On demand	120 1/2
ON HAI PHONG.—On demand	2 1/2 p.c.p.m.
ON SAIGON.—On demand	2 p.c.p.m.
ON BANG-OK.—On demand	60
SOVEREIGNS, Bank's Buying Rate	\$9.40
GOLD LEAF, 100 fine, per tael	\$49.65
BAR SILVER, per oz.	30 1/2

FREIGHT.

From Hankow per Conference Steamers.—To London and Northern Continental ports 46/- per ton of 40 c. ft. plus river freight. To Genoa, Marseilles or Havre 41/6 per ton of 40 c. ft. plus river freight. To New York (via Suez) 32/- per ton of 40 c. ft. plus river freight. To New York (via Suez) Tea 39/6 per ton of 40 c. ft. plus river freight. To New York (overland) Tea G. \$1 1/2 cents per lb. gross, plus river freight. To Shanghai: Tea and General Cargo, Tls. 1.60 to 1.80 per ton, weight or measurement.

MISCELLANEOUS EXPORTS.

Messrs. Arnhold, Karberg & Co.'s Fortnightly Produce Circular, dated Shanghai, 23rd July, 1906, states:—**Gallnuts.**—Buyers at home seem to be inclined to pay somewhat higher prices, and some few transactions have been put through in consequence. **Cowhides.**—Season closed. **Tobacco.**—Season closed. **Feathers.**—There is very little business doing as this is the off season for the article. **Cotton.**—Prices rule very firm and as exchange is keeping on the same level, business for export is out of the question. **Tallow.**—There has been a good demand for green Kiyue Veg. Tallow and a good business has been done. Prices are firmer, and it is difficult to put through further business. **Strawbraid.**—Outside of Corded Purl a few small parcels of fine Split supplies remain practically nil. Prices for all Mottled Braids are firm, and the goods are picked up in the northern ports as fast as they are made. **Goatskin Rugs.**—Season closed. **Wool.**—Very little doing.

Per P. & O. steamer *Sardinia*, sailed on 2nd August. For London:—26 cases cigars, 61 cases chinaware, 76 rolls matting, 200 packages cassia, 50 bales waste silk, 1 package sundries, 20 half-chests tea (from Amoy), 4,924 boxes tea, 110 packages merchandise, 1 case curios, 5,675 bales hemp, 27 cases shells. For Hamburg:—25 bales human hair. For Amoy:—8 cases chinaware. For Havre:—206 cases camphor. For Marseilles:—50 bales canes, 10 bales human hair.

Per steamer *Teucer*, sailed on 22nd July. For Genoa:—10 cases chinaware, 72 cases palm leaf fans, 290 bales canes. For Marseilles:—200 cases cassia, 50 cases star aniseed, 10 cases essential oil, 134 bales galangal, 45 bales human hair, 170 bales canes, 5 boxes feathers. For Liverpool:—24 cases curios, 100 bales split bamboo, 100 bales mats, 101 cases bambooware, 267 packages provisions, &c. For Hamburg:—100 bales galangal.

Per P. & O. steamer *Devanha*, sailed on 28th July. For London:—274 half-chests tea (from Amoy), 7 cases silks, 46 bales raw silk, 50 bales waste silk 2 packages sundries, 3 cases hats, 4 cases brass gongs, 5 cases feathers, 5 cases cigars, 14 packages private effects, &c. For Manchester:—3 bales waste silk. For Gibraltar:—2 cases curios. For Milan:—10 bales raw silk. For Lyons:—165 bales raw silk. For Marseilles:—325 bales raw silk, 1 case feathers, 5 bales human hair.

SHARE REPORTS.

HONGKONG, 3rd August, 1906.—The market has been fairly active during the week, and although the volume of actual business has not shown any decided increase, the tendency to an improvement has been quite apparent, and the market continues to show promising signs of vitality. Exchange on London, T/T, 2/1½ on Shanghai 72½.

BANKS.—Hongkong and Shanghai have changed hands in small lots at \$847½ and \$850, the market closing with a few sellers at the latter rate. Nationals remain unchanged with a small business.

MARINE INSURANCES.—Unions continue in demand at \$8 0, but no shares are procurable at that rate, and we have heard of no sales. Cantons have ruled weaker, and the rate has fallen to \$335 with sellers. North Chinas are without any local business, and our quotations are founded on Shanghai.

FIRE INSURANCES.—Hongkongs have improved their position to \$320, after sales at \$317½, and close with further buyers at the latter rate. Chinas continue in demand at quotation, but no shares come on the market, and possibly a higher rate could be paid.

SHIPPING.—Hongkong, Canton and Macao have found buyers at the improved rate of \$27½ and more are wanted at that price. Shares, however, continue scarce and we have only very small sales to report. Indo-Chinas have continued in fair demand, chiefly for Shanghai, and a fair number of shares changed hands in the early part of the week at \$70, the market closing with a few more shares available at that rate. Douglases have found buyers at \$47, but the market closes quiet at that. China and Manilas have been done at \$20½ and \$21, the latter rate ruling the market at time of closing. Shells are rather weaker with sellers at 27s. and no sales to report. Star Ferries continue neglected.

REFINERIES.—China Sugars, after a long period of inactivity, have been enquired for during the week, and sales have been effected at \$145, \$147½ and \$150, the market closing with small buyers at \$151/152. Luzons are still in request in a small way, but no shares are available, and we have no sales to report.

MINING.—Rauba have ruled firm and sales have been effected at \$4½, \$5, \$5½ and \$5½, closing strong at the last rate. Charbonnages remain unchanged and without business.

DOCKS, WHARVES AND GODOWNS.—Hongkong and Whampoa Docks remain quiet and without business at quotations. Kowloons have found small buyers at \$106. Shanghai Docks have been entirely ruled by the Shanghai market, and rates have backed and filled between Tls. 90 and Tls. 95. It is difficult to get an accurate closing rate, and Tls. 93 must be considered as more sidereal or less nominal.

LANDS, HOTELS AND BUILDINGS.—Hongkong Lands have changed hands several times during the week at \$111, and close with some shares on offer at that rate. Humphreys have found buyers at \$11½, and close steady at that. We have nothing else to report under this heading.

COTTON MILLS.—Ewos are better in Shanghai at Tls. 75. Hongkongs have been in some demand at \$14, and a few sales have resulted. Other stocks under this heading remain unchanged and call for no comment.

MISCELLANEOUS.—China Providents, China Borneo, Dairy Farms, and South China Morning Posts are in demand at quotations, but with the exception of a small sale of the last named

we have no business to report. Green Islands have been placed at 23 for the new issue, but sellers at that rate rule the market at time of closing. China Lights have found buyers, and more are wanted at \$10. We have nothing else to report under this heading.

Closing quotations are as follows:—

COMPANY.	PAID UP.	QUOTATIONS.
Alhambra	\$200	\$100
Banks—		
Hongkong & S'hai..	\$125	\$850, sellers London, 292
National B. of China A. Shares	£3	\$47, sales
Bell's Asbestos E. A...	12s. 6d.	\$7
China-Borneo Co.....	\$12	\$8, buyers
China Light & P. Co.	\$10	\$10, sales & buy
China Provident	\$10	\$9, buyers
Cotton Mills—		
Ewo.....	Tls. 50	Tls. 75
Hongkong	\$10	\$14, sales & buy.
International	Tls. 75	Tls. 60
Laou Kung Mow	Tls. 100	Tls. 75
Soychee	Tls. 500	Tls. 300
Dairy Farm	\$6	\$17, buyers
Docks & Wharves—		
H. & K. Wharf & G.	\$50	\$106
H. & W. Dock	\$50	\$153, sellers
New Amoy Dock...	\$6½	\$18, sellers
Shanghai Dock and Eng. Co., Ltd	Tls. 100	Tls. 93, sellers
S'hai & H. Wharf...	Tls. 100	Tls. 230, buyers
Fenwick & Co., Geo...	\$25	\$22, sellers
G. Island Cement...	\$10	\$23, sales & sel
Hongkong & C. Gas...	\$10	\$175, buyers
Hongkong Electric...	\$10	\$15, sellers
H. H. L. Tramways...	\$100	\$235, buyers
Hongkong Hotel Co...	\$50	\$125, sellers
Hongkong Ice Co.....	\$25	\$236, buyers x. d.
Hongkong Rope Co...	\$10	\$29, sellers
H'kong S. Waterboat	\$10	\$8, sellers
Insurances—		
Canton	\$50	\$335
China Fire	\$20	\$89, buyers
China Traders	\$25	\$100
Hongkong Fire.....	\$50	\$320, buyers
North China.....	\$25	Tls. 85
Union	\$100	\$800, buyers
Yangtze	\$80	\$165
Land and Buildings—		
H'kong Land Invest.	\$100	\$111, sales & sel.
Humphreys' Estate	\$10	\$11½, sales
Kowloon Land & B.	\$30	\$38
Shanghai Land.....	Tls. 50	Tls. 110
West Point Building	\$50	\$50, sellers
Mining—		
Charbonnages	£cs. 250	\$450, nominal
Raubs.....	18/10	\$6
Philippine Co.	\$10	\$5
Refineries—		
China Sugar	\$100	\$151, buyers
Luzon Sugar.....	\$100	\$20, buyers
Steamship Companies		
China and Manila...	\$25	\$21, buyers
Douglas Steamship.	\$50	\$47
H. Canton & M. Co.	\$15	\$27½, sales & buy.
Indo-China S.N. Co.	\$10	\$70, sellers
Shell Transport Co.	\$1	\$27½
Star Ferry	\$10	\$29, sellers
Do. New	\$5	\$20, sellers
Shanghai & H. Dyeing	\$50	\$50, sales
South China M. Post.	\$25	\$18, buyers
Steam Laundry Co. ...	\$5	\$6
Stores & Dispensaries.		
Campbell, M. & Co.	\$10	\$32
Powell & Co., Wm.	\$10	\$104
Watkins.....	\$10	\$4½, sellers
Watson & Co., A. S.	\$10	\$13, sellers
United Asbestos	\$4	\$9
Do. Founders	\$10	\$160

VERNON & SMYTH Brokers.

Messrs. J. P. Bisset & Co.'s Share Report for the week ending the 28th July, 1906, states:—A smart rise in the price of Shanghai Docks, and Shanghai and Hongkew Wharves has been the feature of the week under review, and there is in consequence a better feeling in all stocks. Banks.—Hongkong and Shanghai Bank. No business reported, but shares are wanted locally and the market is strong. The London quotation is £91.15 and Hongkong quotes \$835 buyers. The T.T. rate on London to-day in 2/10½. Marine and Fire Insurance.—No business reported. Shipping.—Indo-China S. N. Co. Business was done at the beginning of the week at Tls. 50½ for July; the price has now risen to Tls. 53 buyers. Shanghai Tug and Lighter Co. Ordinary shares have changed hands at Tls. 62. Docks and Wharves.—Shanghai Dock and Engineering Co. A marked improvement has taken place in this stock, and business was done early in the week at Tls. 88 and 89 July, and the quotations have since improved to Tls. 90 and 92½ July, the market closing with buyers at Tls. 93. December shares are quoted at Tls. 95. Shanghai and Hongkew Wharves. A marked improvement has also taken place in the price of this stock owing to rumours of an increased interim dividend. Business is reported at Tls. 220 and 230 July; Tls. 225, 230, 240, 236, and 235 September, and Tls. 240 October. Sugar.—No business reported. Mining.—Kai-pings are quoted at Tls. 10 for bearer scrip. Weihaiwei Golds. No business reported. Lands. Anglo-French Land Co. Shares have changed hands at Tls. 102. Shanghai Land. No business reported. Shares are steady at former quotations. Industrial.—All Cotton Mill shares are in strong demand, and no sellers of Ewos were found at an offer of Tls. 77. Although no business has been reported, we are informed that Tls. 78 was paid for December shares. Langkats. A fair business has been done in shares at Tls. 215, 216, 222½, 220, 222½ and 223½ July. Tls. 216 August; 222½, 223½, 226 and 225 September, and 227½ October. Stores and Hotels.—Hall and Holtz are quoted at \$23, Weeks & Co. at \$20, and Hotel des Colonies at Tls. 16. Loans and Debentures.—Shanghai Land 5½ per cent. debentures, have been dealt in at Tls. 90.

TONNAGE.

HONGKONG, 27th July.—Freights during the past fortnight have ruled weak, with only a small demand for tonnage. From Saigon to Hongkong, 8 cents nominal; to Java, over 30,000 tons rice is reported to have been sold for Aug./Sep./Oct. shipments, and several steamers have been fixed at 50 cents for Aug./Sep. loading; to Philippines, 21 cents for medium sized and 24 cents per picul for small carriers. From Iloilo to Yokohama, 27 cents; to Ningpo, 26 cents last. From Newchwang to Canton, 17 cents last; to Amoy, 18 cents; to Swatow, 17 cents. From North Coast Java to this, a medium sized boat got 25 cents for wet and/or dry sugar. From Hongay to Canton, \$1.75 last; to Hongkong, \$1.10. From South Japan Coal port to Hongkong, \$1.26 per ton last; to Hongay, \$1.30. The following are the settlements:—

Lydia—German steamer, 1,702 tons, Moji or Kuchinotzu to Hongkong, \$1.25 per ton.
Memnon—British steamer, 3,019 tons, Moji to Hongkong, \$1.25 per ton.
Norma—Norwegian steamer, 398 tons, Kuchinotzu to Hongay, \$1.30 per ton.
Amara—British steamer, 1,566 tons, Hongay to Hongkong, \$1.10 per ton.
Knivsberg—German steamer, 646 tons, Hongay to Canton, \$1.75 per ton.
Sullberg—German steamer, 782 tons, Newchwang to Amoy, 18 cents per picul.
Tinhov—British steamer, 902 tons, Iloilo to Ningpo, 25 cents per picul.
Heimdal—Norwegian steamer, 761 tons, Iloilo to Yokohama, 27 cents per picul.
 An Indo-China S.N. Co.'s steamer, Saigon to one port North Coast Java (Sept.), 20 cents per picul.
Victoria—Swedish steamer, 1,181 tons, two ports North Coast Java to Hongkong, 25 cents per picul.
Victoria—Swedish steamer, 1,181 tons, Saigon to one port North Coast Java and two ports North Coast Java to Hongkong, \$13,000 lump sum.
Lisa—Swedish steamer, 1,216 tons, two trips Saigon to one port North Coast Java and two ports North Coast Java to Hongkong, \$28,000 lump sum.
Fiumee—German steamer, 838 tons, Saigon to one port Philippines, 21 cents per picul.
Heimdal—Norwegian steamer, 761 tons, Saigon to one port Philippines, 22½ cents per picul.
Amigo—German steamer, 822 tons, Saigon to one port Philippines, 21 cents per picul.
Knivsberg—German steamer, 646 tons, Saigon to one port Philippines, 24 cents per picul.

SHIPPING.

ARRIVALS AND DEPARTURES SINCE LAST MAIL.

July—

ARRIVALS.

- 26, Indravelli, British str., from Chefoo.
 27, Apenrade, German str., from Pakhoi.
 27, Cheongshing, British str., from Tientsin.
 27, Devanha, British str., from Shanghai.
 27, Esang, British str., from Newchwang.
 27, Hongwan I, British str., from Straits.
 27, Indravelli, British str., from Chefoo.
 27, Jeseric, British str., from Japan.
 27, Mausang, British str., from Sandakan.
 27, Rajahuri, German str., from Bangkok.
 27, Silesia, German str., from Hamburg.
 27, Tean, British str., from Manila.
 27, Tjipanas, Dutch str., from Amoy.
 27, Cheongshing, British str., from Tientsin.
 28, Hansa, German cruiser, from Tsingtau.
 28, Helene, German str., from Hoihow.
 28, Kiangping, Chinese str., from Chinkiang.
 28, Knivater, German str., from Hongay.
 28, Pitsanulok, German str., from Hoihow.
 28, Progress, Ger. str., from Kwangchowwan.
 28, Shoshu Maru, Jap. str., from Shanghai.
 28, Sylvia, Norwegian str., from Chinkiang.
 28, Wongkoi, German str., from Bangkok.
 29, America Maru, Jap. str., from S. Francisco.
 29, Childar, Norwegian str., from Bangkok.
 29, Germania, German str., from Bangkok.
 29, Hangsang, British str., from Shanghai.
 29, Marie, German str., from Haiphong.
 29, Nanshan, British str., from Saigon.
 30, Benvorlich, British str., from London.
 30, China, Austrian str., from Japan.
 30, Feiching, Chinese str., from Shanghai.
 30, Haimun, British str., from Coast Ports.
 30, Hua, French str., from Haiphong.
 30, Lichning, British str., from Calcutta.
 30, P. F. Friedrich, Ger. str., from Hamburg.
 30, Rubi, British str., from Manila.
 30, Totomi Maru, Jap. str., from Shanghai.
 30, Tsinan, British str., from Sydney.
 30, Willehad, German str., from Sydney.
 30, Wing-ang, British str., from Newchwang.
 30, Yingchow, British str., from Shanghai.
 30, Yuensang, British str., from Manila.
 31, Lennox, British str., from Callao.
 31, Montrose, British str., from London.
 31, Pingsuey, British str., from Japan.
 31, St. George, British str., from New York.
 31, Samsen, German str., from Bangkok.
 31, Sardinia, British str., from Yokohama.
 31, Tholma, Norwegian str., from Sourabaya.

August—

- 1, Apenrade, German str., from Pakhoi.
 1, Bayern, German str., from Europe.
 1, Chin, Austrian str., from Trieste.
 1, Emp. of China, British str., from Vancouver.
 1, Hans Wagner, German str., from Shanghai.
 1, Hue, French str., from Haiphong.
 1, Kwangsh, Chinese str., from Shanghai.
 1, Loyal, German str., from Iloilo.
 1, Pingsuey, British str., from London.
 1, Pitsanulok, German str., from Singapore.
 1, Shoshu Maru, Japanese str., from Shanghai.
 1, Sungkiang, British str., from Cebu.
 1, Willehad, German str., from Yokohama.
 2, Alabama, British str., from Salina Cruz.
 2, Amara, British str., from Saigon.
 2, Anglo-Canadian, Brit. str., from Newcastle.
 2, Katsang, British str., from Calcutta.
 2, Montrose, British str., from Japan.
 2, Rajahuri, German str., from Bangkok.
 2, St. George, British str., from Shanghai.
 2, Sardinia, British str., from London.
 2, Wongkoi, German str., from Swatow.
 3, Arroyo, British str., from Sourabaya.
 3, Childar, Norwegian str., from Bangkok.
 3, Esang, British str., from Shanghai.
 3, Helene, German str., from Swatow.
 3, Labor, Norwegian str., from Chinkiang.
 3, Nanshan, British str., from Swatow.
 3, Tientsin, British str., from Shanghai.
 3, Wandsworth, British str., from Batavia.
 3, Yuensang, British str., from Manila.
 4, Amigo, German str., from Saigon.
 4, Cheongshing, British str., from Tientsin.
 4, Feiching, Chinese str., from Shanghai.
 4, Hangsang, British str., from Shanghai.
 4, Hilary, German str., from Sourabaya.
 4, Hongkong, French str., from Haiphong.
 4, Marie, German str., from Hoihow.
 4, Rubi, British str., from Manila.
 4, Telemachus, British str., from Tacoma.
 4, Tsurugisan Maru, Jap. str., from K'otsu.
 4, Yingchow, British str., from Chinkiang.
 4, Yochow, British str., from Shanghai.
 5, Argonaut, British str., from Singapore.
 5, Haitan, British str., from Coast Ports.
 5, Java, British str., from Yokohama.
 5, Kiangping, Chinese str., from Chinkiang.
 5, Masan Maru, Japanese str., from Tamsui.
 5, Mausang, British str., from Sandakan.
 5, Providence, Norwegian str., from Saigon.
 5, Samsen, German str., from Hoihow.
 5, Skuld, Norwegian str., from Sourabaya.
 5, Sylvia, Norwegian str., from Arad Bay.
 5, Triumph, German str., from Tsingtau.
 5, Tsinan, British str., from Yokohama.

July—

DEPARTURES.

- 27, Crusader, British str., for Sourabaya.
 27, Loongsang, British str., for Manila.
 27, Monmouthshire, Brit. str., for Yokohama.
 27, Paklat, German str., for Bangkok.
 27, Promethes, Norw. str., for Bangkok.
 27, Shawmut, Amr. str., for Tacoma.
 27, Strathmore, British str., for Stagen.
 27, Sullberg, German str., for Newchwang.
 28, Crauley, British str., for Chinwangtao.
 28, Daphne, German str., for Kobe.
 28, Devanha, British str., for Europe.
 28, Empire, British str., for Manila, &c.

- 28, Hanoi, French str., for Haiphong.
 28, Joshin Maru, Japanese str., for Swatow.
 28, Kagoshima Maru, Jap. str., for Shanghai.
 28, Kwongsang, British str., for Shanghai.
 28, Meefoo, Chinese str., for Shanghai.
 28, Saxonia, German str., for Yokohama.
 28, Shahjehan, British str., for Saigon.
 28, Zafiro, British str., for Manila.
 29, Bourbon, French str., for Swatow.
 29, Haiching, British str., for Coast Ports.
 29, Hongwan I, British str., for Amoy.
 29, Mortlake, British str., for Batavia.
 29, Tjipanas, Dutch str., for Macassar.
 29, Yangmoo, Korean str., for Kuchinotsu.
 30, Arratoon Apear, British str., for Calcutta.
 30, Jeseric, British str., for New York.
 31, Kwichow, British str., for Tientsin.
 30, Progress, Ger. str., for Kwangchowwan.
 31, Benvorlich, British str., for Japan.
 31, Haimun, British str., for Coast Ports.
 31, Indravelli, British str., for Darban.
 31, Knivater, German str., for Haiphong.
 31, Mathilde, German str., for Haiphong.
 31, P. E. Friedrich, Ger. str., for Shanghai.
 31, Silesia, German str., for Shanghai.
 31, Tean, British str., for Manila.
 31, Totomi Maru, Japanese str., for Bombay.

August—

- 1, Apenrade, German str., from Pakhoi.
 1, Bayern, German str., from Europe.
 1, Chin, Austrian str., from Trieste.
 1, Emp. of China, British str., from Vancouver.
 1, Hans Wagner, German str., from Shanghai.
 1, Hue, French str., from Haiphong.
 1, Kwangsh, Chinese str., from Shanghai.
 1, Loyal, German str., from Iloilo.
 1, Pingsuey, British str., from London.
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 3, Labor, Norwegian str., from Chinkiang.
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 3, Tientsin, British str., from Shanghai.
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 5, Samsen, German str., from Hoihow.
 5, Skuld, Norwegian str., from Sourabaya.
 5, Sylvia, Norwegian str., from Arad Bay.
 5, Triumph, German str., from Tsingtau.
 5, Tsinan, British str., from Yokohama.

PASSENGERS.

ARRIVED.

Per *Devanha*, from Shanghai for Hongkong.
 Mr. and Mrs. E. P. Davies, Messrs. J. Brown
 and J. Drummond, Mrs. W. Masny, Mrs. P.
 Grou, Mr. H. Whitaker; for Singapore, Mrs.
 Prymm, Mr. F. O. Cummings; for Brisbane,
 Mr. and Mrs. L. E. Davis, Mr. and Mrs. C. P.
 Bennett; for Marseilles, Mr. T. Martin; for
 London via Marseilles, Mr. G. B. Black; for
 London, Mr. J. E. Orr; from Kobe for Bombay,
 Mr. G. A. Hirsche; from Yokohama for Colombo,
 Mr. and Mrs. C. Elgar; for London, Miss
 Pearson.

Per *Prinz Bittel Friedrich*, for Hongkong
 from Hamburg, Mr. C. A. Maassberg; from
 Gibraltar, Mr. A. C. Herrera; from Genoa,
 Messrs. J. Kalns, H. Finke, H. Gränter, F.
 Hufschmidt; from Naples, Rev. Dr. A. J. Gomes;
 from Singapore, Mrs. Baggriggs and child,
 Messrs. J. A. Moffett, Weller, S. C. Holborow;
 for Shanghai and Japan from Hamburg, Mrs.
 Behm and child, Mrs. Weichert and child, Mr.
 Boeddinghaus; from Antwerp, Mrs. J. Demonty,
 Mr. and Mrs. Dommissie and children; from
 Southampton, Messrs. J. Nelson, A. C. Man-
 chan, P. G. Tate, W. Sweetingham, G. Marsden,
 J. E. B. Livingston, Mr. and Mrs. Mos; from
 Genoa, Messrs. H. E. Keylock, H. Deuller, J.
 Reshausen, F. Merton, C. Weinberger, W.
 Neitzert, E. Ficker, W. Droege, W. Triebel, L.
 Adler, H. Reinhardt, O. Scheffer, W. Gaele,
 R. Ascher, H. Glaser, P. L. Reihoff, O. Kopp,
 Dr. K. Omishi, Mr. and Mrs. H. Stroehlin,
 Miss L. Brinkman, Miss M. Medard; from
 Naples, Baron J. R. Zichy, Mr. H. Wessely;
 from Aden, Mr. and Mrs. Hall; from Penang,
 Mr. Meisch; from Singapore, Mr. A. Levy.

Per *Jana*, for Hongkong from London, Dr. J.
 L. Wyndham; from Singapore, Mrs. Barker;
 for Yokohama from London, Dr. H. Perry.

Per *Siberia*, from San Francisco, &c., Messrs.
 E. T. Bishop, E. M. Bruner, J. T. Corley, Mrs.
 F. Le Conwer, Messrs. J. S. Duser, W. J.
 Fosbury, J. A. King, G. Mateo, C. D. Dady, J.
 M. Vachaghaudy, Mrs. C. S. Wilkinson, Mrs.
 Kimball Atwood, Master Atwood, Mrs. E.
 O'Neill, Messrs. R. W. Oakes, J. Reyes, Mr.
 and Mrs. G. Ross, Miss E. Hubdel, Miss W.
 Sercombe, Rev. Fr. Subiron, Dr. and Mrs. A. B.
 Norton, Master Norton, Mr. J. E. Valentine,
 Col. W. P. Biddel, Messrs. E. J. Murphey, G.
 R. Summers, Mr. and Mrs. H. P. Gibbs, Messrs.
 J. T. Knox, A. Tinker, Miss F. de Graaf, Dr.
 D. J. Roberts, Mr. S. J. Cornell, Mrs. G. Young,
 Mr. S. I. Wilben.

DEPARTED.

Per *Devanha*, from Hongkong for Singapore,
 Messrs. F. J. Ellis and G. Grob; for Colombo,
 Lieut. the Hon. R. O. B. Bridgeman, Lieut. F.
 S. Humphries, Messrs. G. A. Coombe, K. P.
 Vaughan Morgan; for Bombay, Mrs. D. P. C.
 Patel and 3 children, Messrs. A. M. A. Tapia
 and M. S. Abdulhoosen; for Malta, Capt. G. H.
 W. Dobby.

Per *Empress of China*, for Vancouver, &c.,
 Messrs. C. Y. Kitchen and A. L. Bindlass, Dr.
 d'Almeida, Dr. A. and Mrs. Louriero, Fr. Joas
 Lopez d'Rio, Miss A. Lello, Mr. and Mrs. H.
 B. Darnell, Miss Mande McKenzie, Comdr.
 Hosley, U.S.N., Lieut. J. S. Harris, R.N.,
 Messrs. T. G. Comber, W. Robertson, Denman,
 T. A. S. Hutton, C. H. Dutton, Capt. Wetberell,
 Mr. and Mrs. Richardson and family, Comdr. H.
 D. Wilkin, D.S.O., R.N., Messrs. J. S. Peacock,
 H. W. Looker, D. McDonald, Comdr. C. E.
 Monroe, R.N., Mr. J. C. Wolff, Mr. and Mrs.
 Townshend, Messrs. Carl Hoffman, T. L.
 Bickerton, P. Tester, Humphreys, L. de Ber-
 nardy, Lewis Byron, Danlery and Carl.

Per *Willehad*, for Yokohama, Messrs. R.
 Sattow and Windland.

Per *Bayern*, for Bremen, &c., Miss Aitken,
 Messrs. Marino Audrial and Zennaro Antonio,
 Mr. and Mrs. H. J. M. Bernelot-Moens and
 daughter, Mr. Braun and child, Messrs. George
 Buhl, von Carlowitz-Harttsch, Cecchiatti,
 Carletti, N. Dumont, Gerhard Diedrich, Capt.
 and Mrs. Laveson-Gower, Mrs. A. Goatti, Mr.
 and Mrs. S. Gotto, Mr. and Mrs. Hume and
 child, Dr. Carl Horak, Mr. A. Haas, Mrs. Byo
 Harada, Messrs. Johnson, Carrubah Judeh,
 Mr. Mrs. and Miss Kent and 2 children, Baron
 and Baroness v. Kitzky, Messrs. K. Kostopulsch,
 A. F. Kelsey, Consul-General and Mrs. Lav,
 Messrs. Lullers, G. Lamberger, O. A. London,
 Mrs. D. borah London, Messrs. v. d. Graaf, A.
 A. Montague, Mr. and Mrs. E. C. Meyer and
 child, Mr. Friedrich Melitz, Mrs. G. Ninwamp,
 Messrs. W. Nicourau, A. Palle, Edwin Phillips,
 Saravagna, Consul S. Swart, Mr. A. J. dos
 Santos and family, Familie Schwartz, Messrs.
 C. Schweidtlar, Paul Schula, P. Ulbrecht, A.
 Voigt, Ciminario Vincentio, Harold Whitaker
 and D. Zaper.

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